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Hallale et al.

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(54) **HYBRID LOADER BOOM ARM ASSEMBLY**

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B29D 99/00 (2010.01)
E02F 9/22 (2006.01)
B32B 1/08 (2006.01)
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B32B 27/08 (2006.01)

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(52) **U.S. Cl.**

CPC **E02F 3/382** (2013.01); **B29D 99/0003** (2013.01); **B32B 1/08** (2013.01); **B32B 27/065** (2013.01); **B32B 27/08** (2013.01); **E02F 3/34** (2013.01); **E02F 9/2275** (2013.01); **B32B 27/308** (2013.01); **B32B 27/38** (2013.01); **B32B 27/40** (2013.01); **B32B 2262/101** (2013.01); **B32B 2262/106** (2013.01)

(58) **Field of Classification Search**

CPC E02F 3/369; E02F 3/34; E02F 3/38; E02F 9/2275; B29D 99/0003; B32B 27/065; B32B 27/08; B32B 27/308; B32B 27/38; B32B 27/40; B32B 2262/101; B32B 2262/106

See application file for complete search history.

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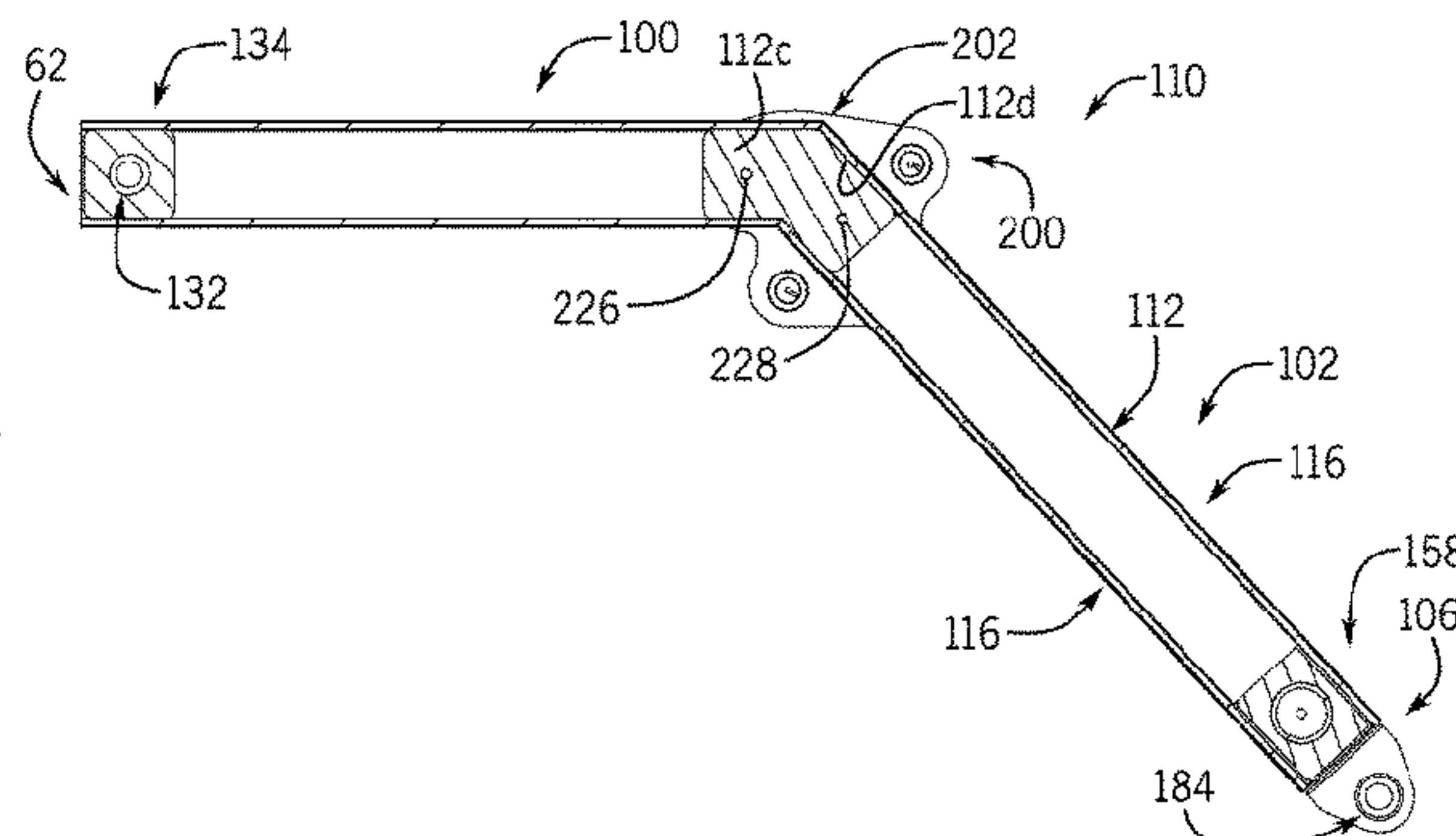
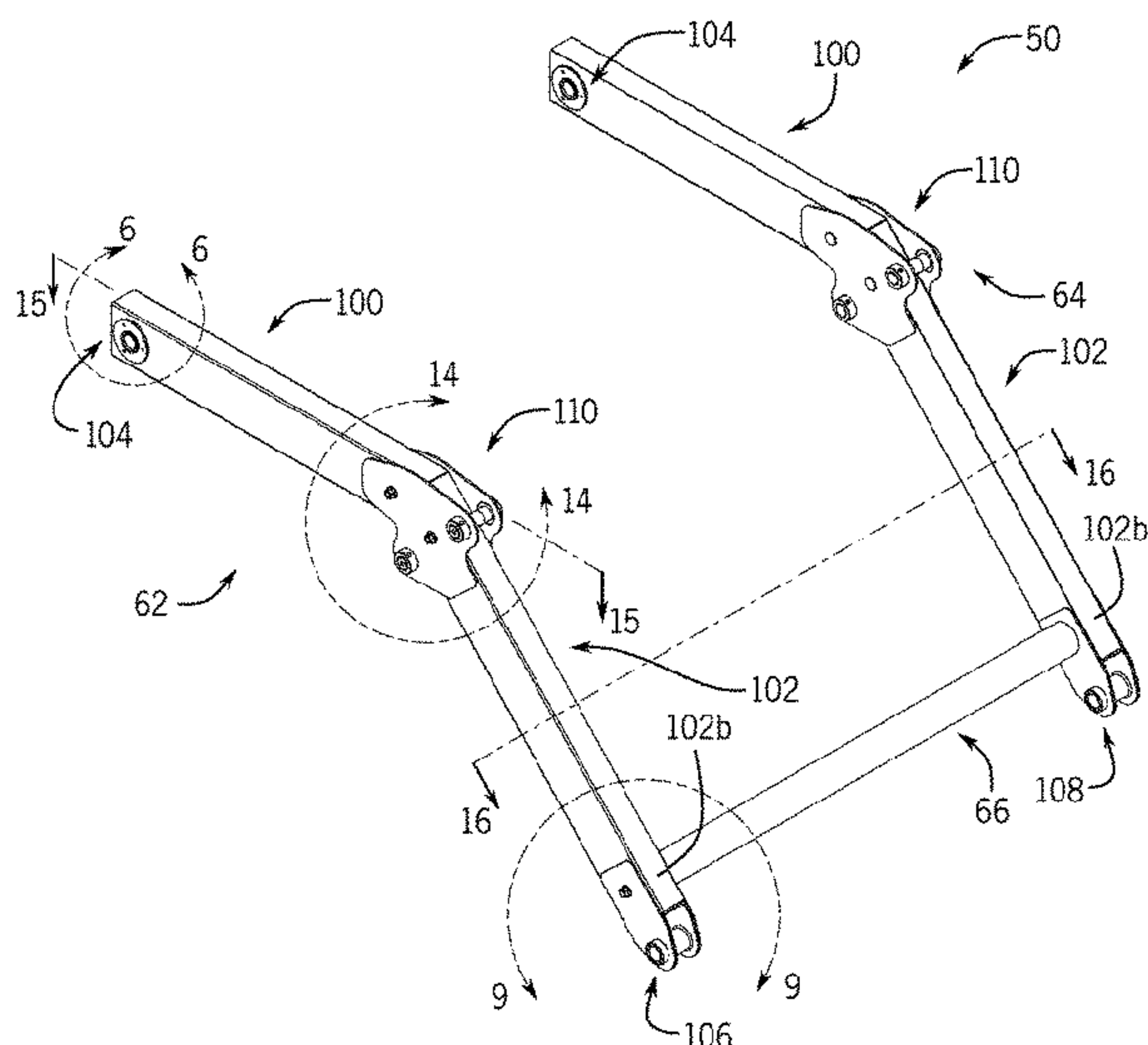
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(57) **ABSTRACT**

A hybrid loader boom arm assembly kit for a loader work vehicle includes a hollow first beam formed from a light-weight material, and a block formed from a second light-weight material. The block is configured to couple within the first beam. The kit includes at least one first steel reinforcing plate configured to couple to the first beam at the end, and at least one connecting plate configured to couple to the at least one first reinforcing plate.

20 Claims, 29 Drawing Sheets



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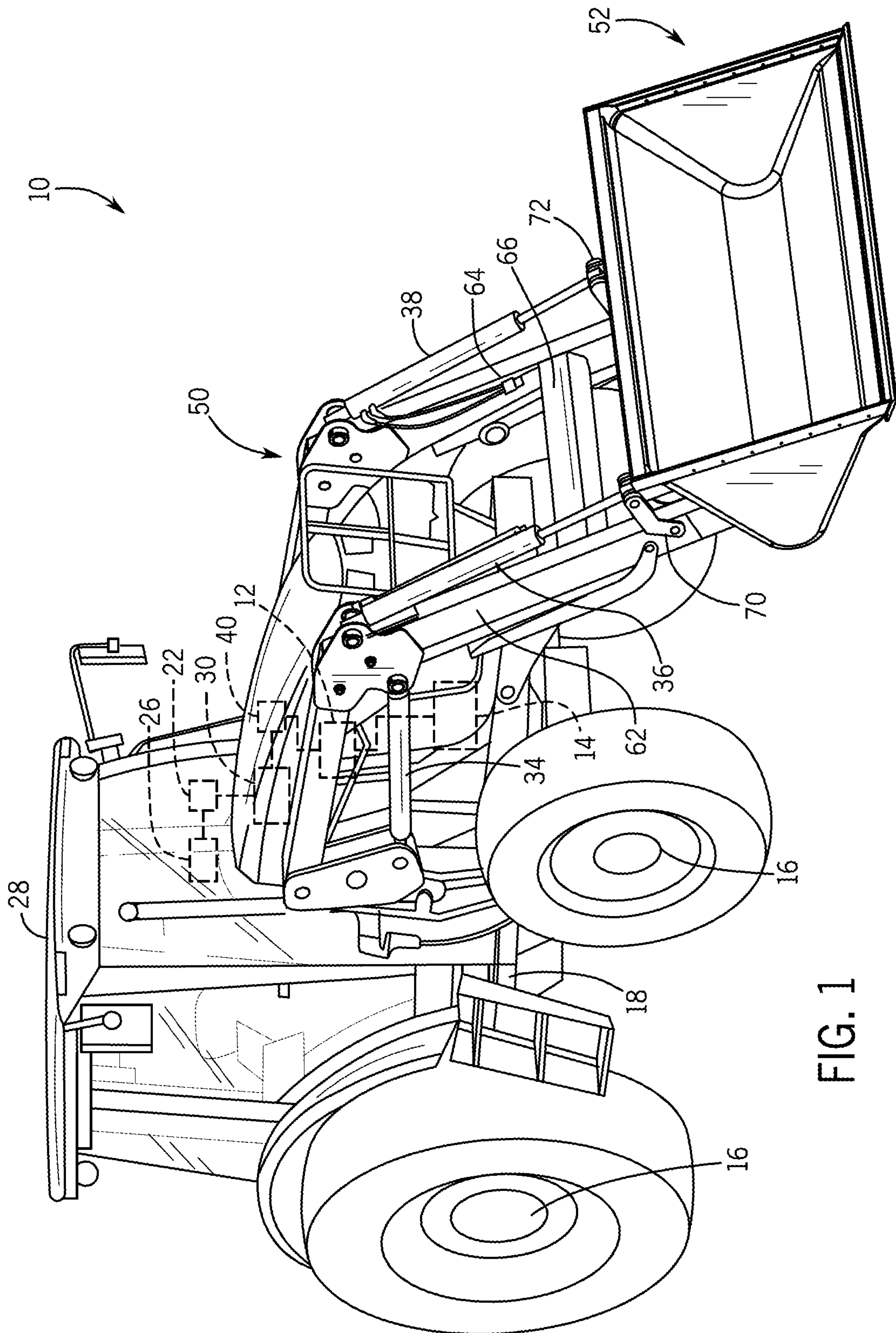
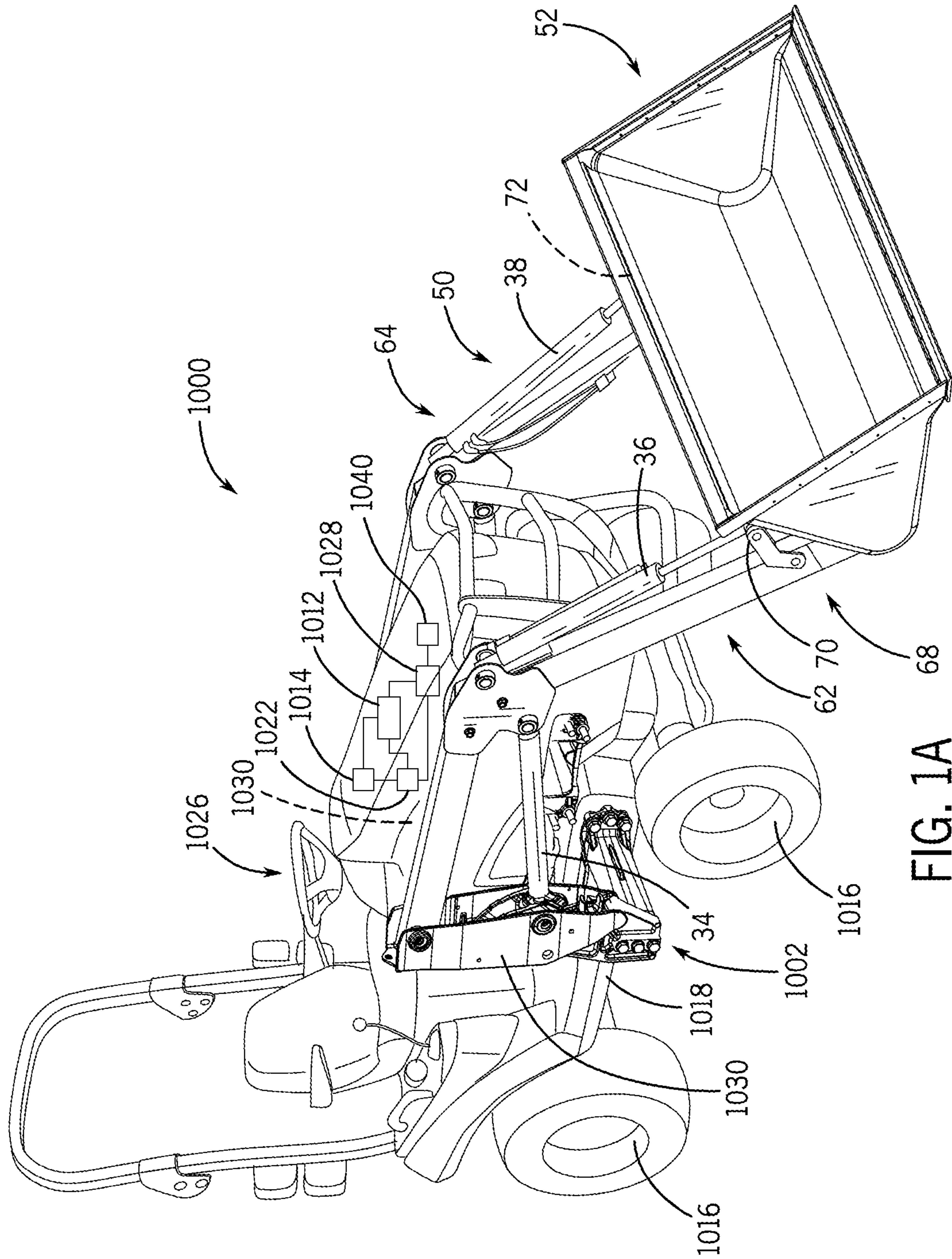


FIG. 1



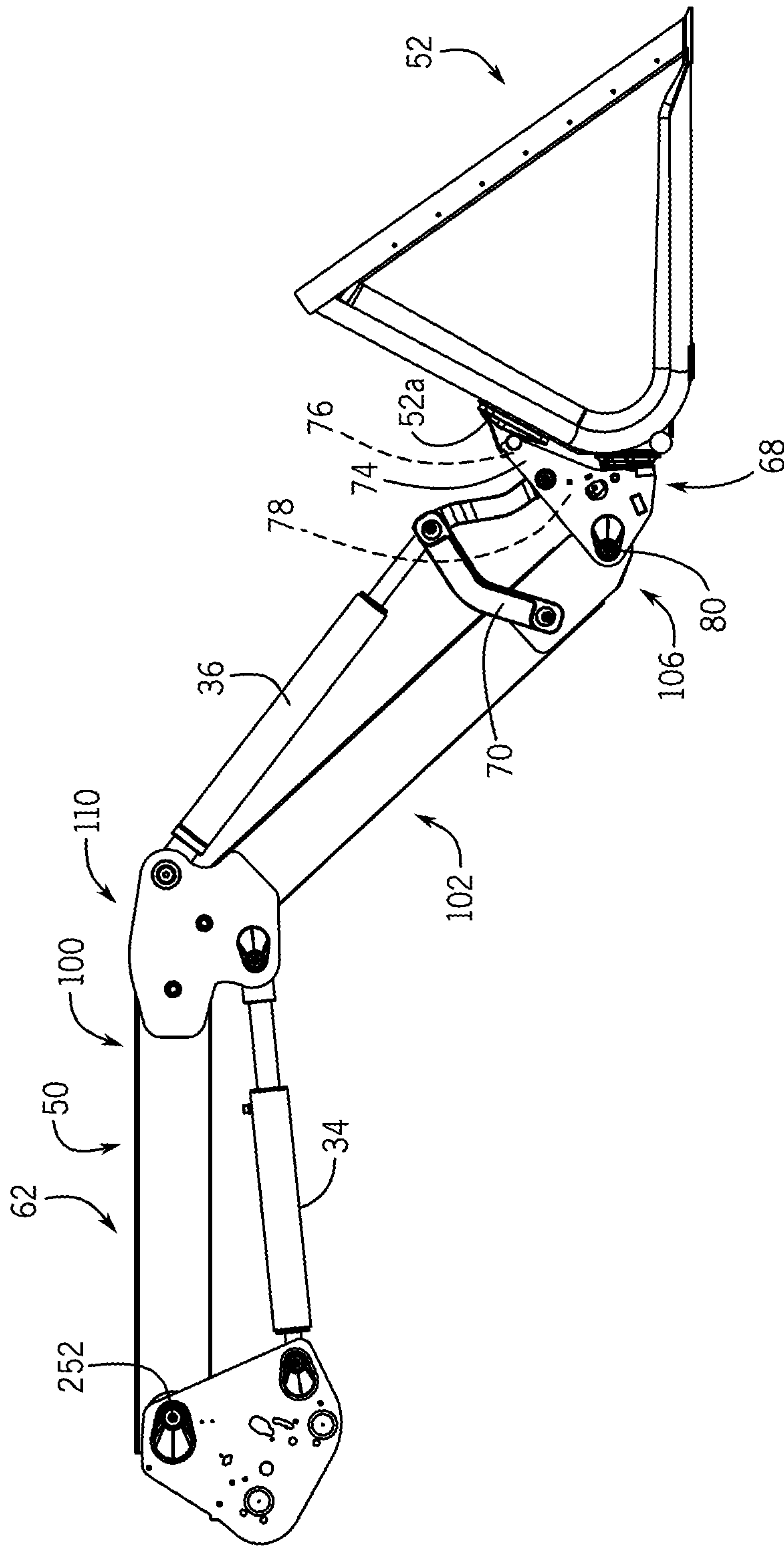


FIG. 2

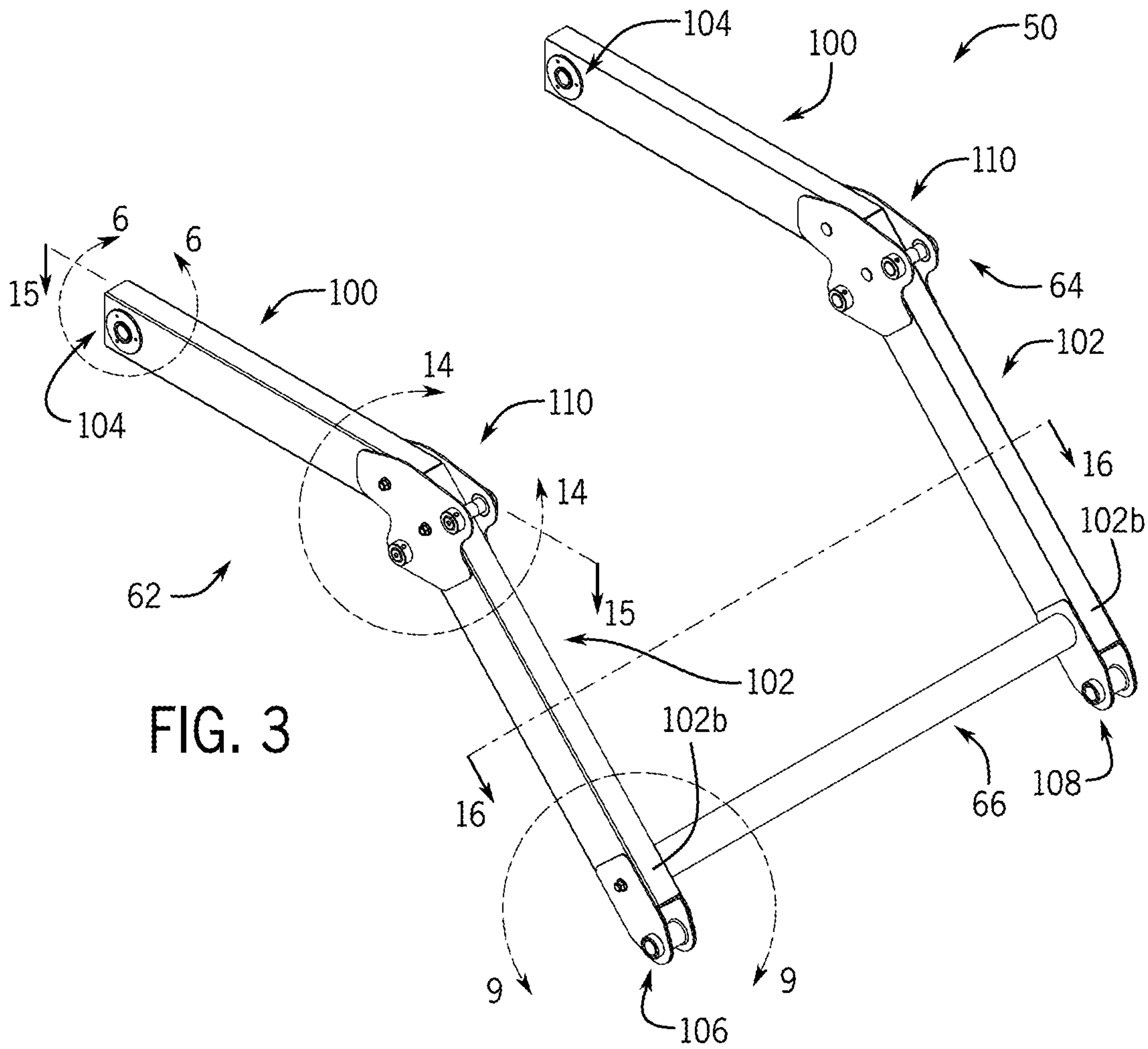


FIG. 3

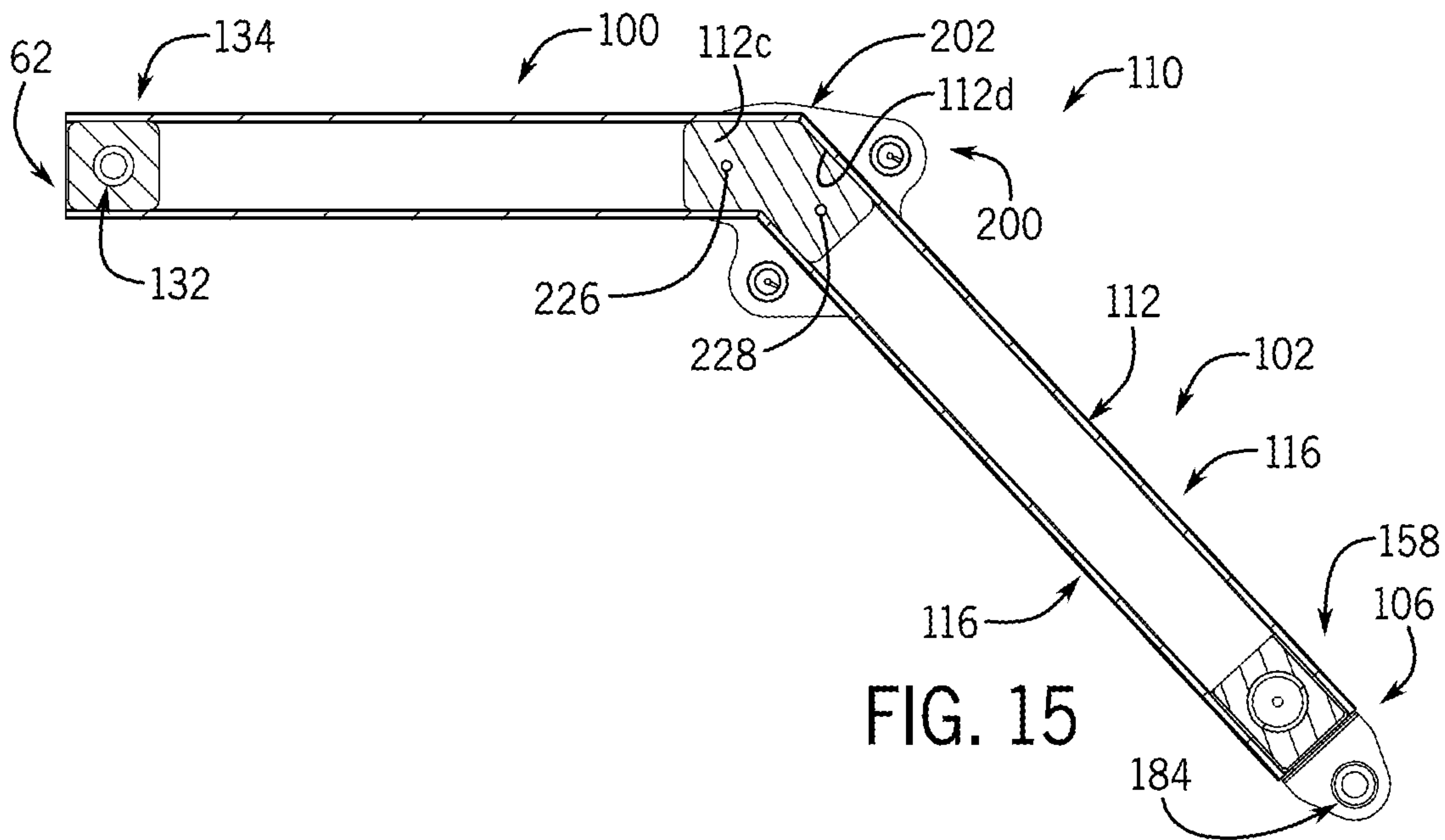


FIG. 15

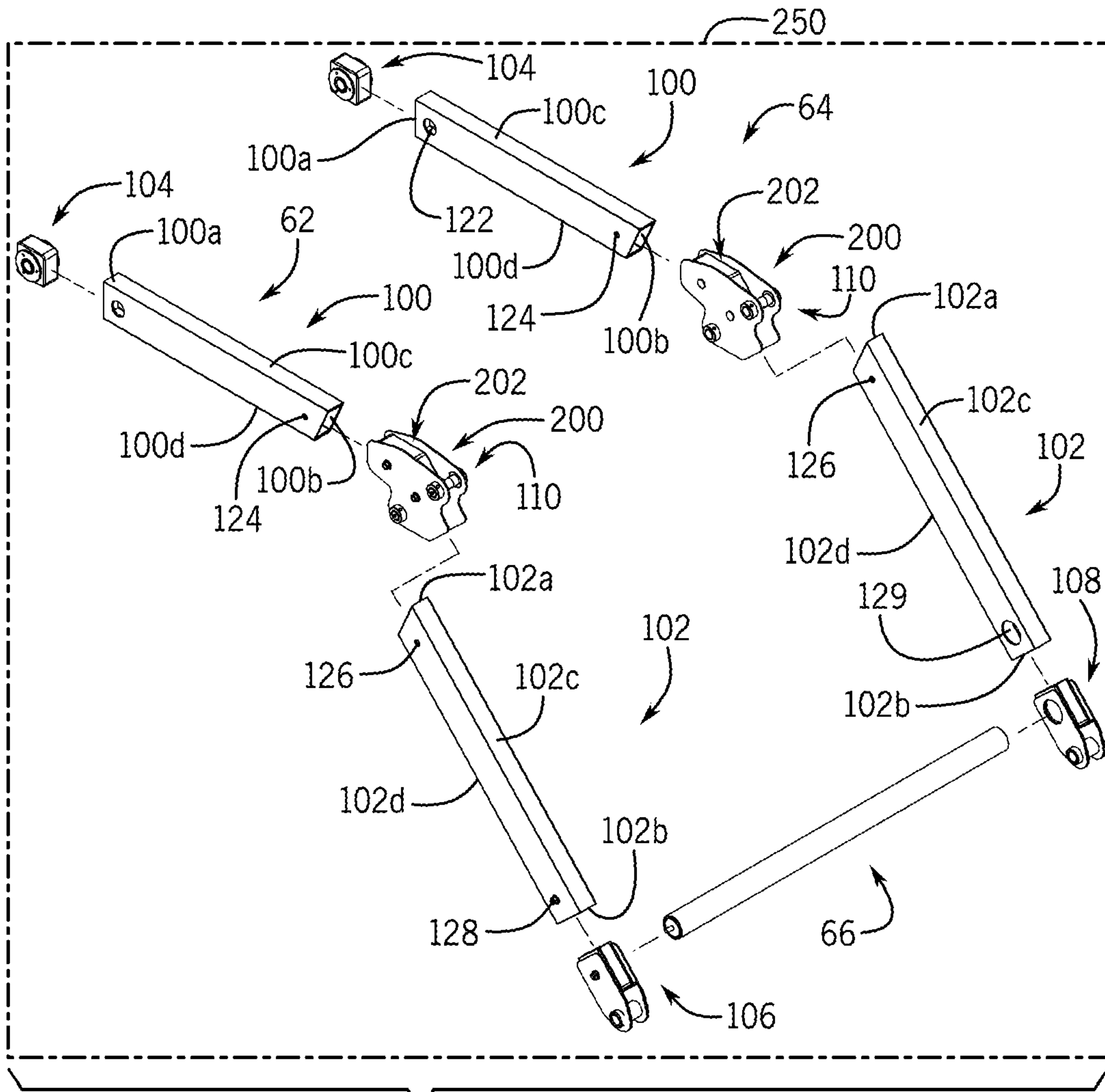
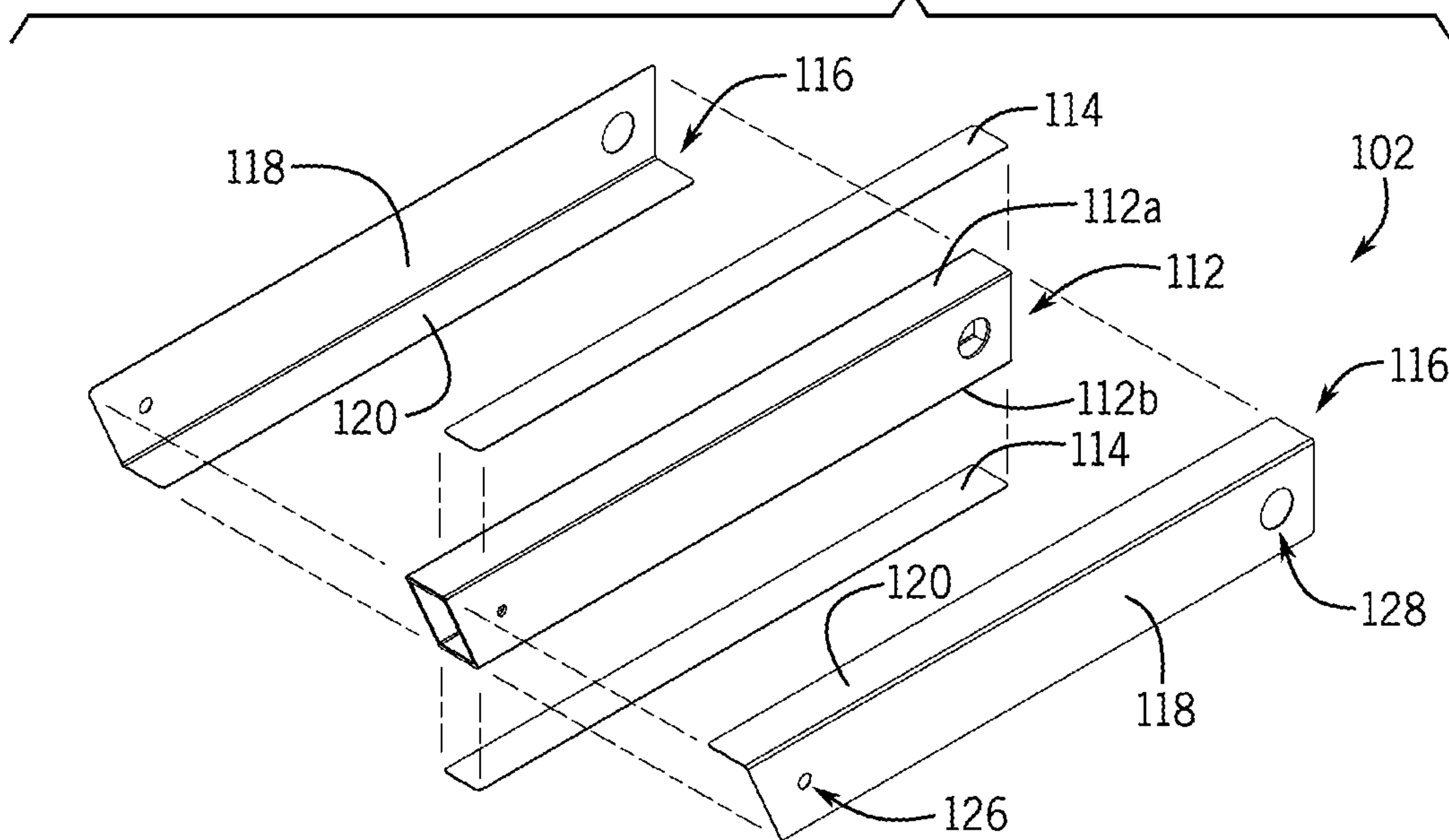


FIG. 5

FIG. 4



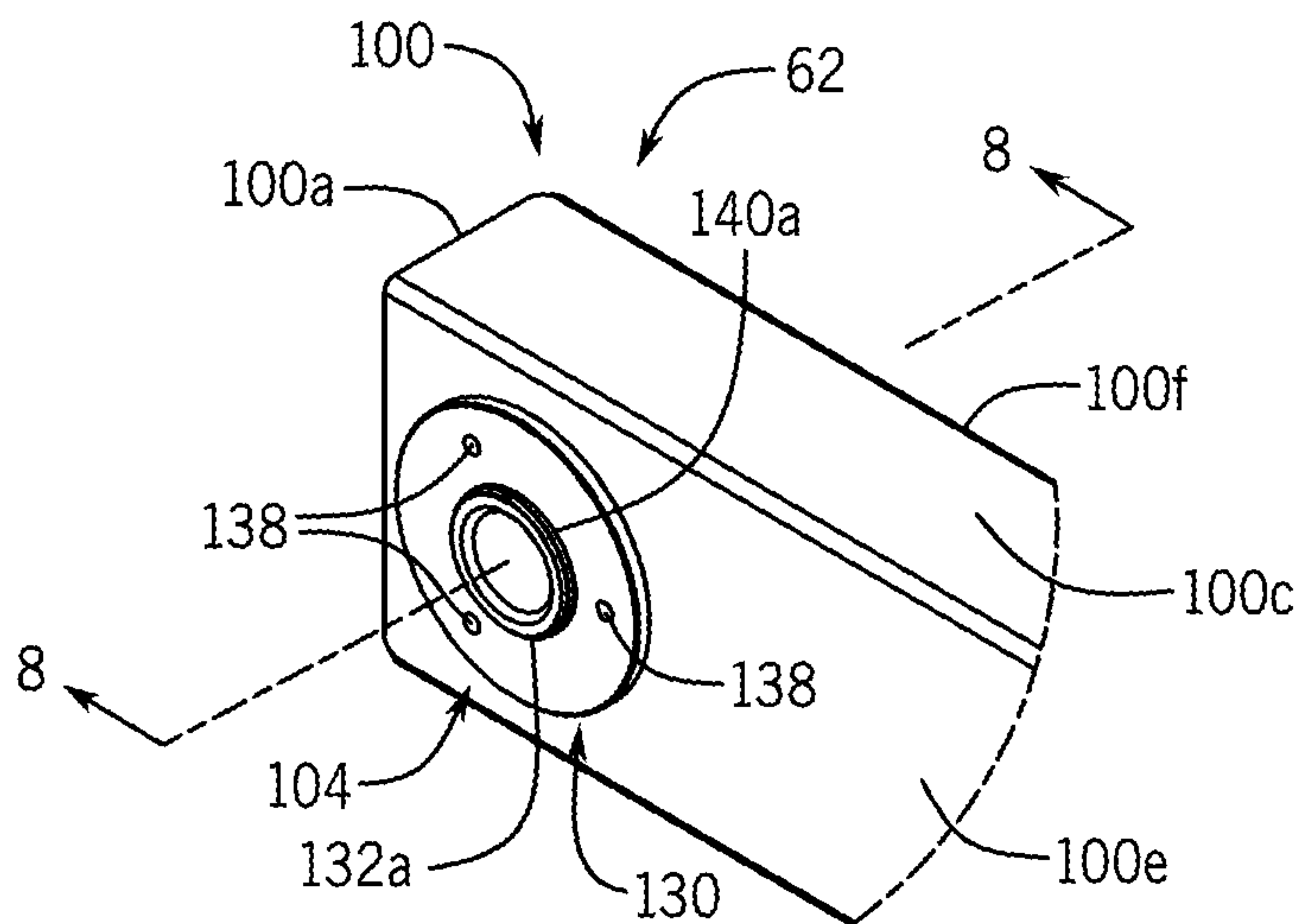
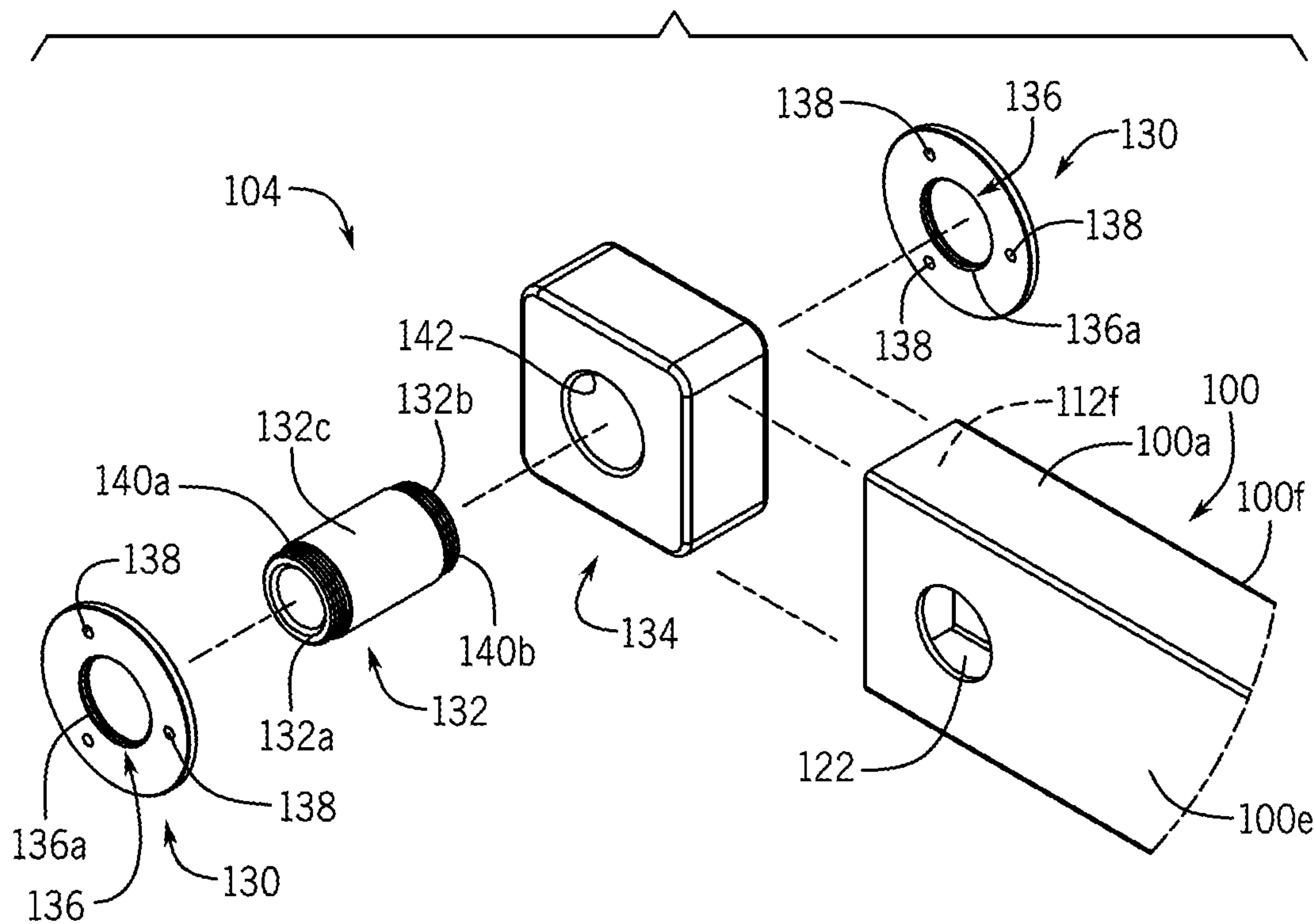


FIG. 6

FIG. 7



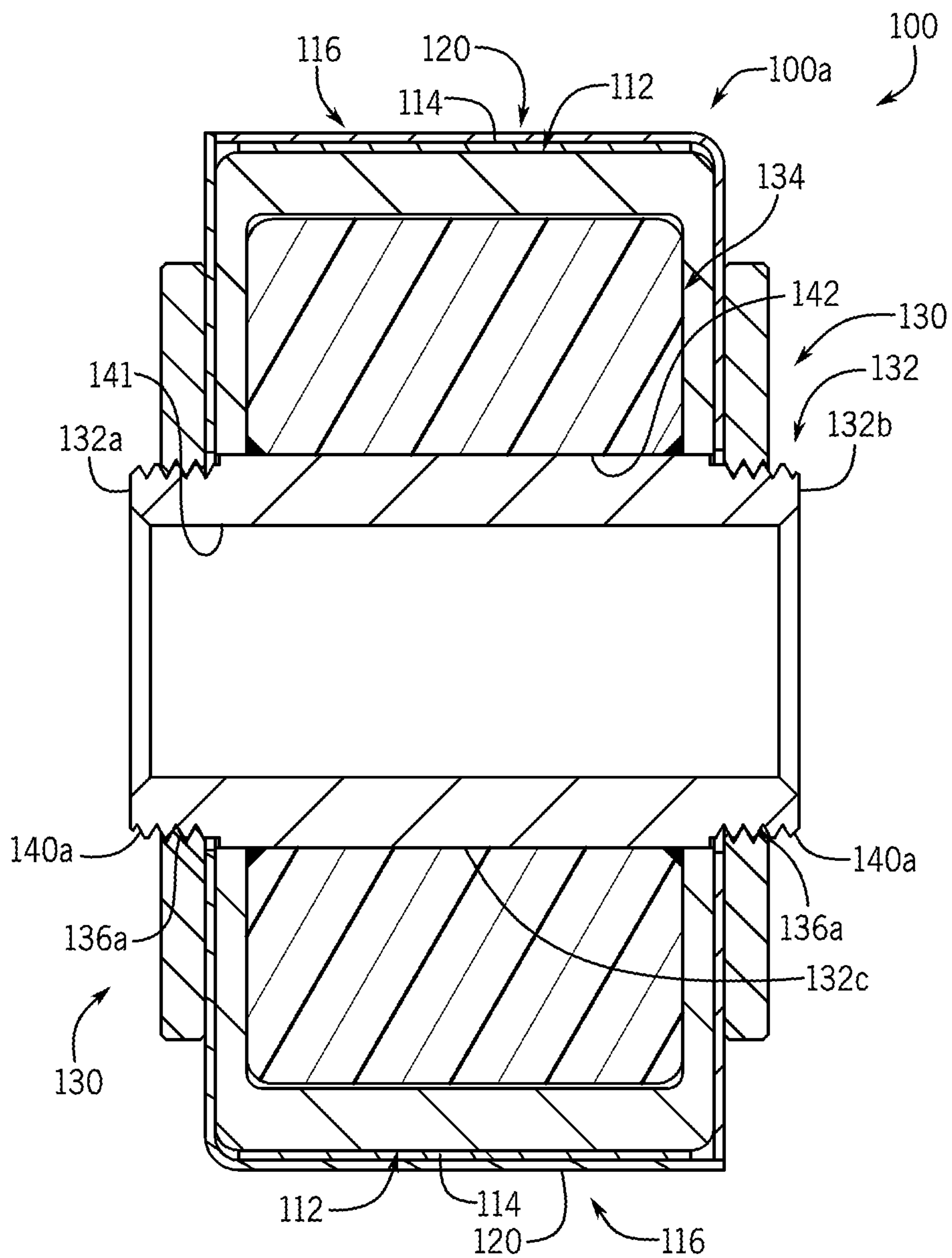
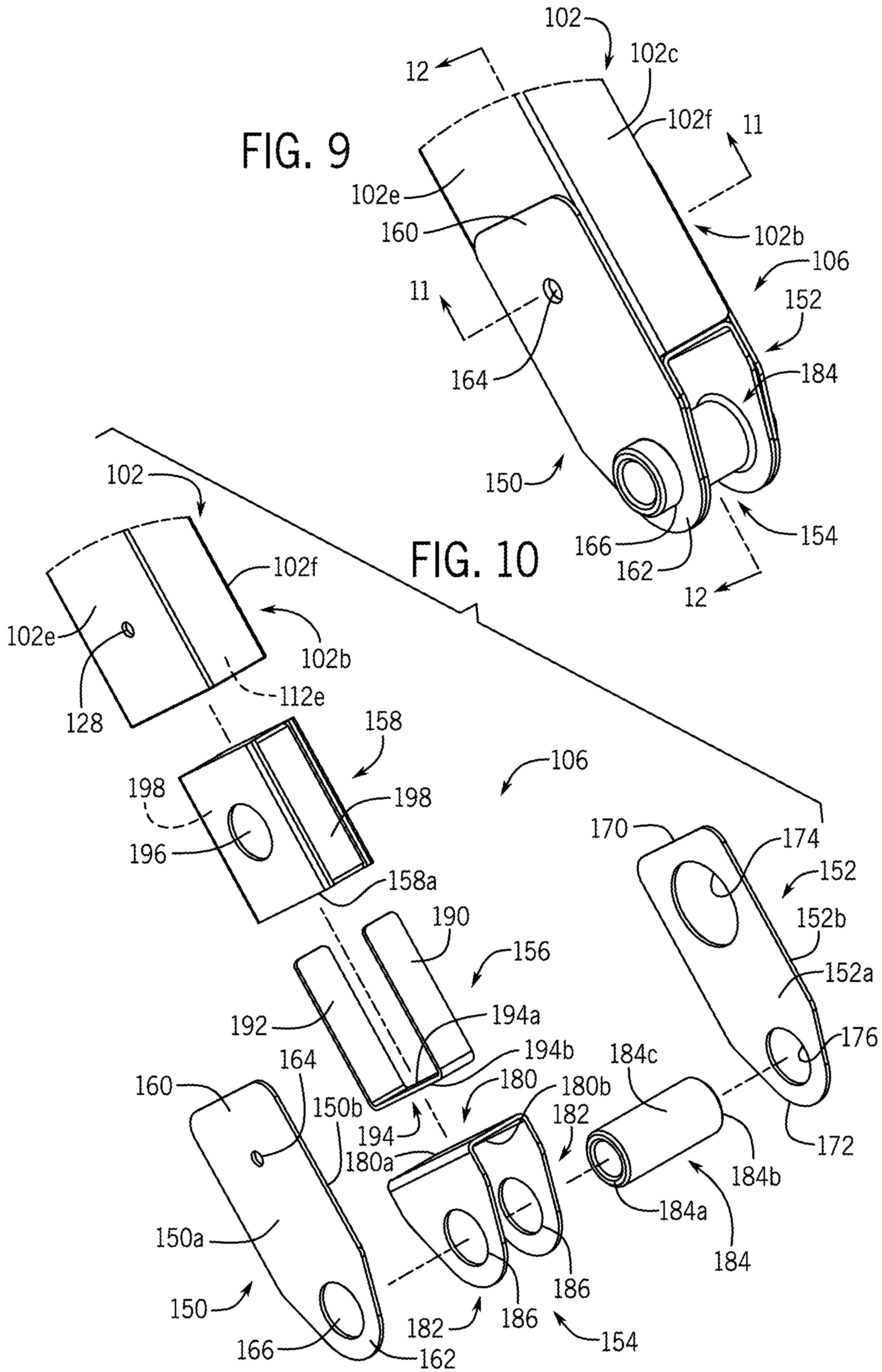
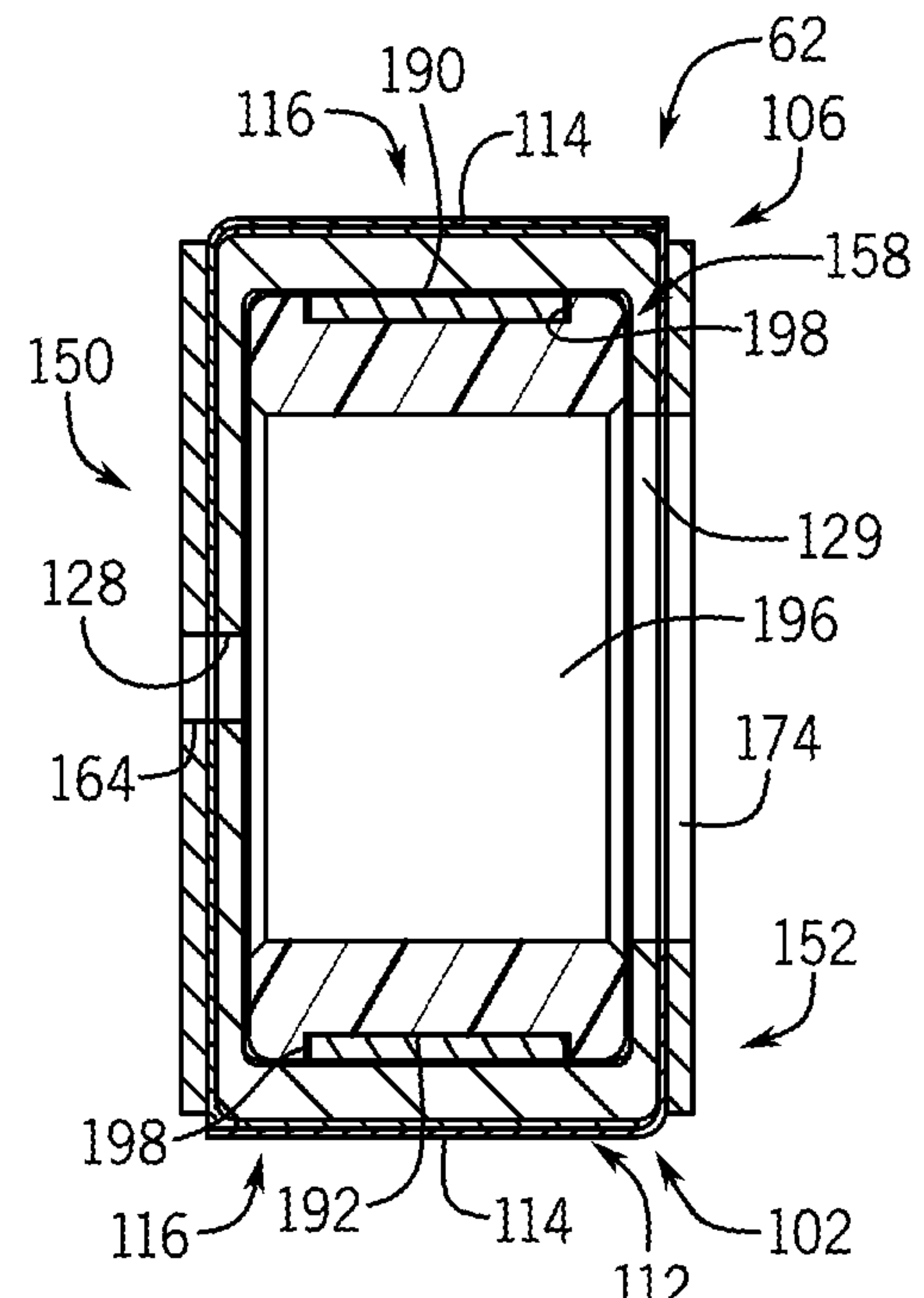
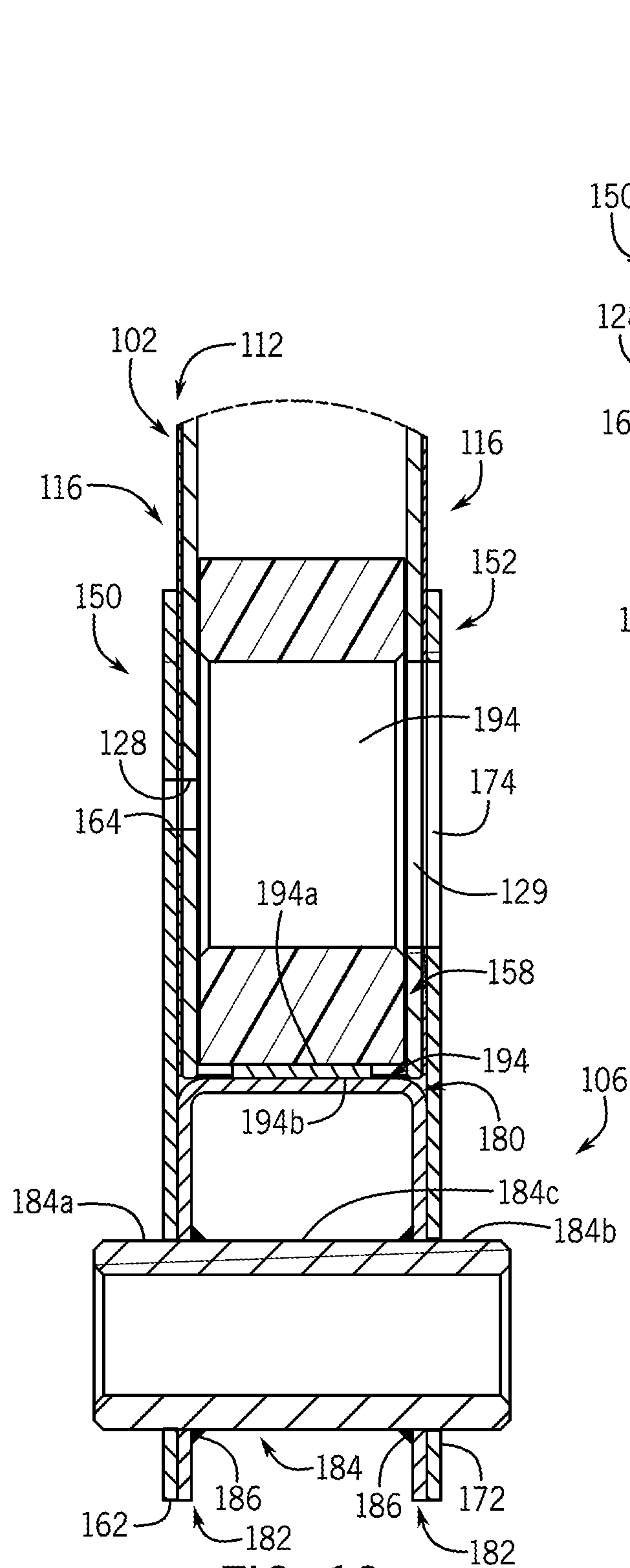


FIG. 8





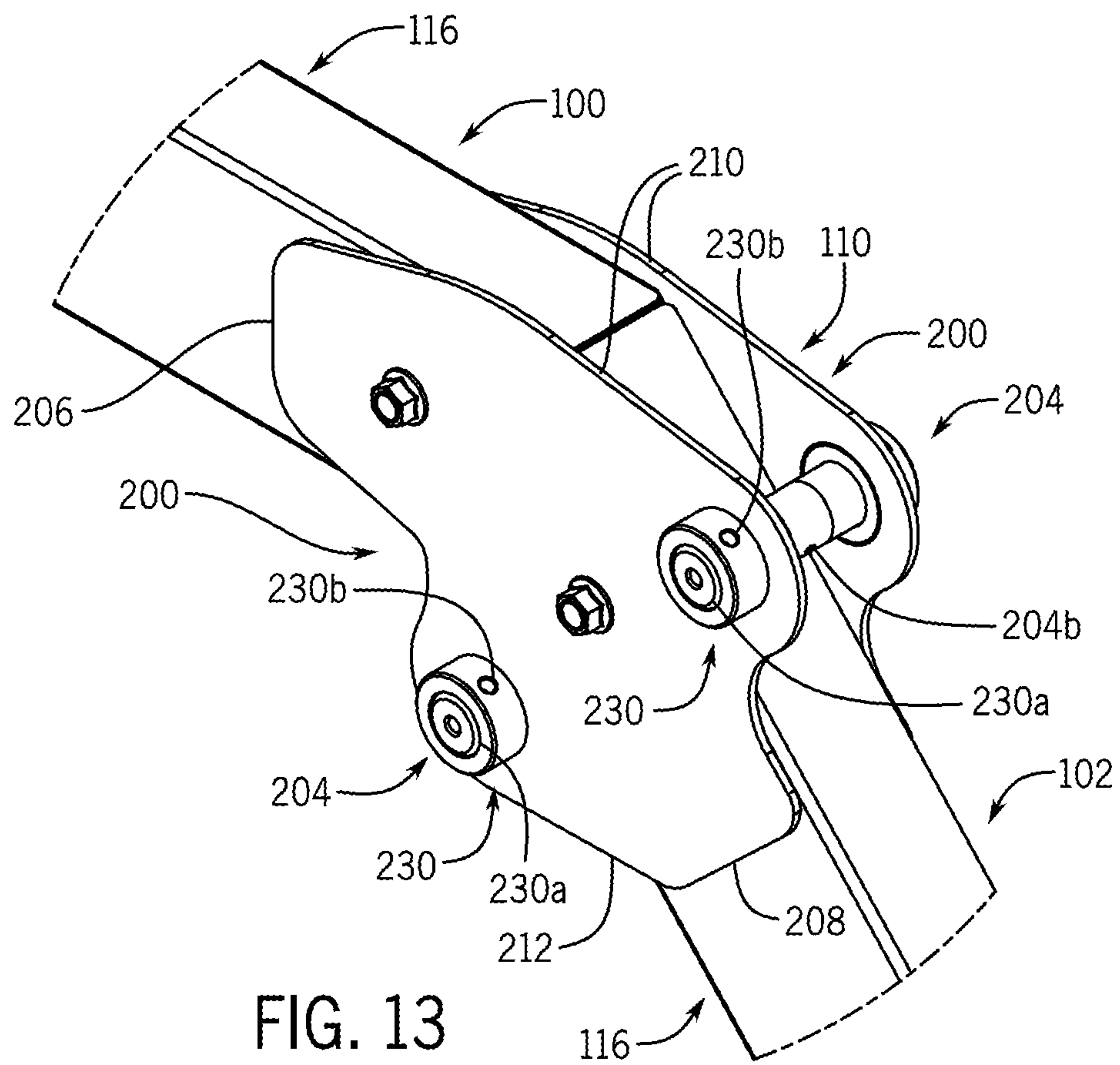
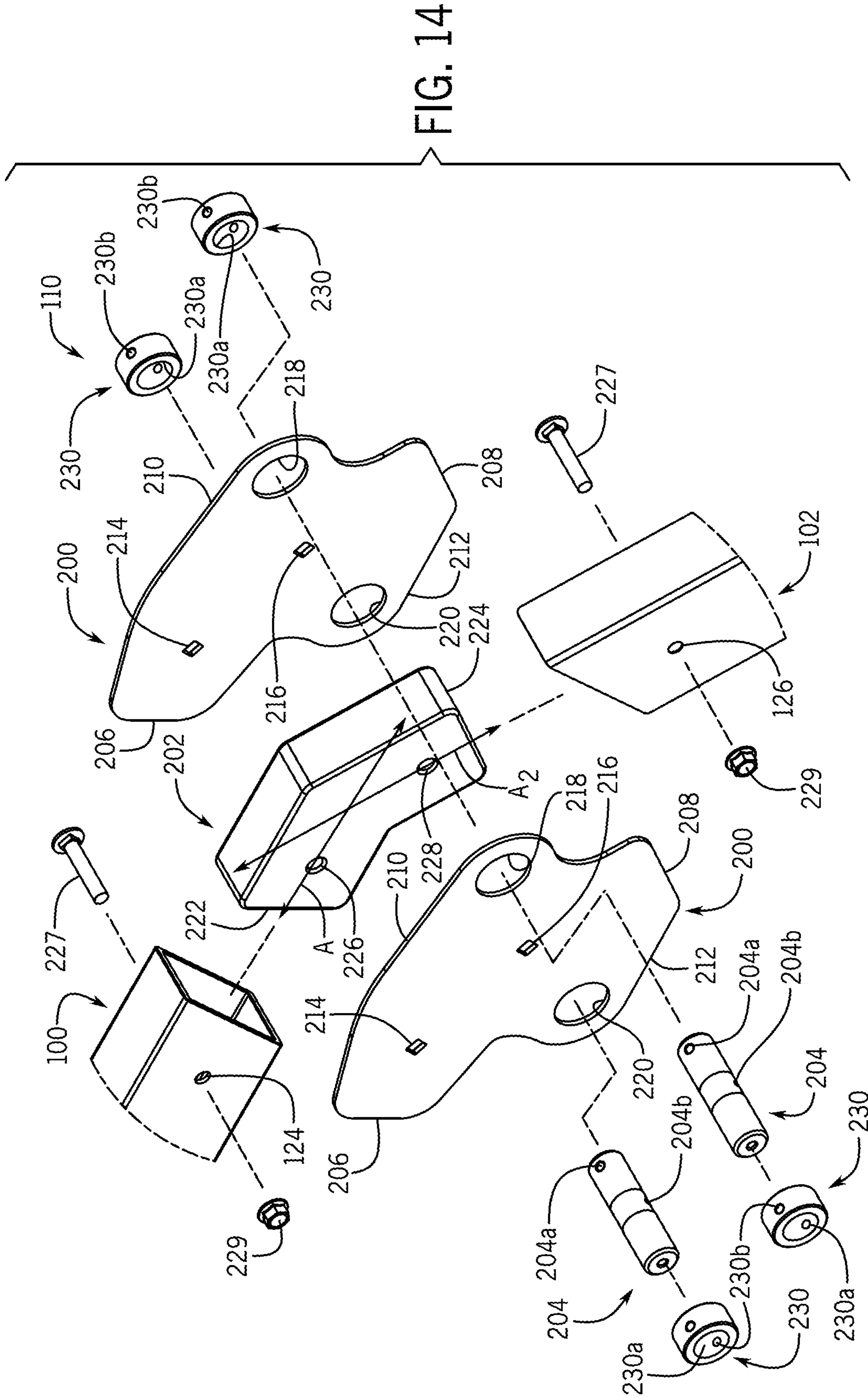
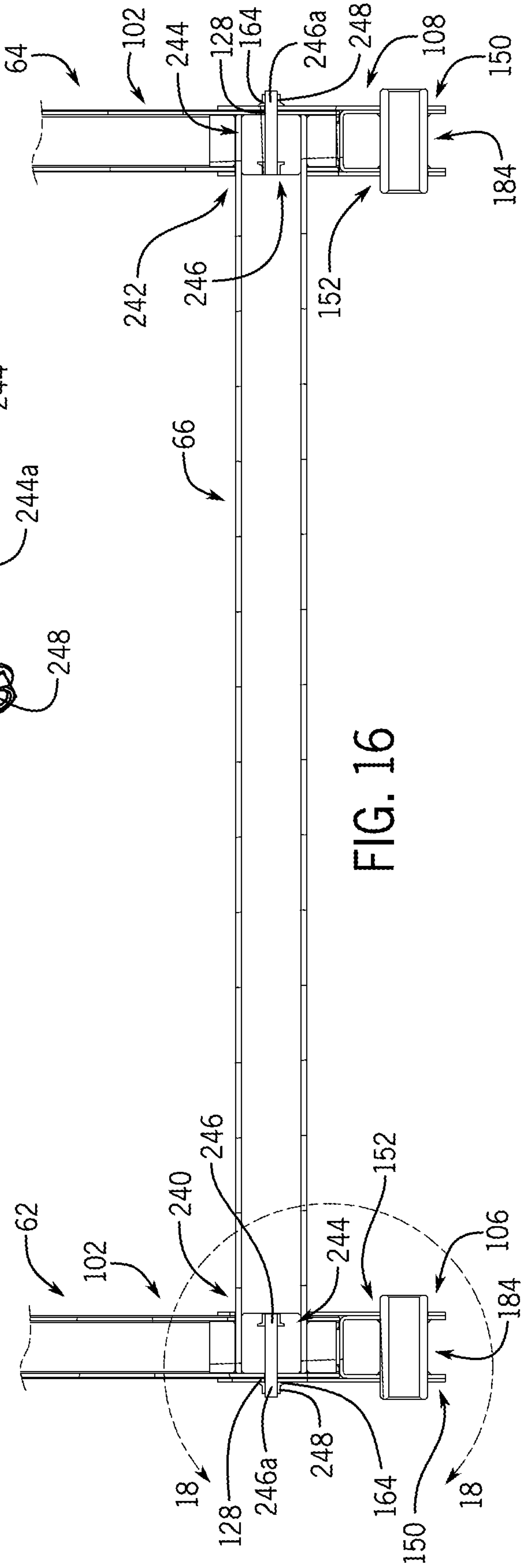
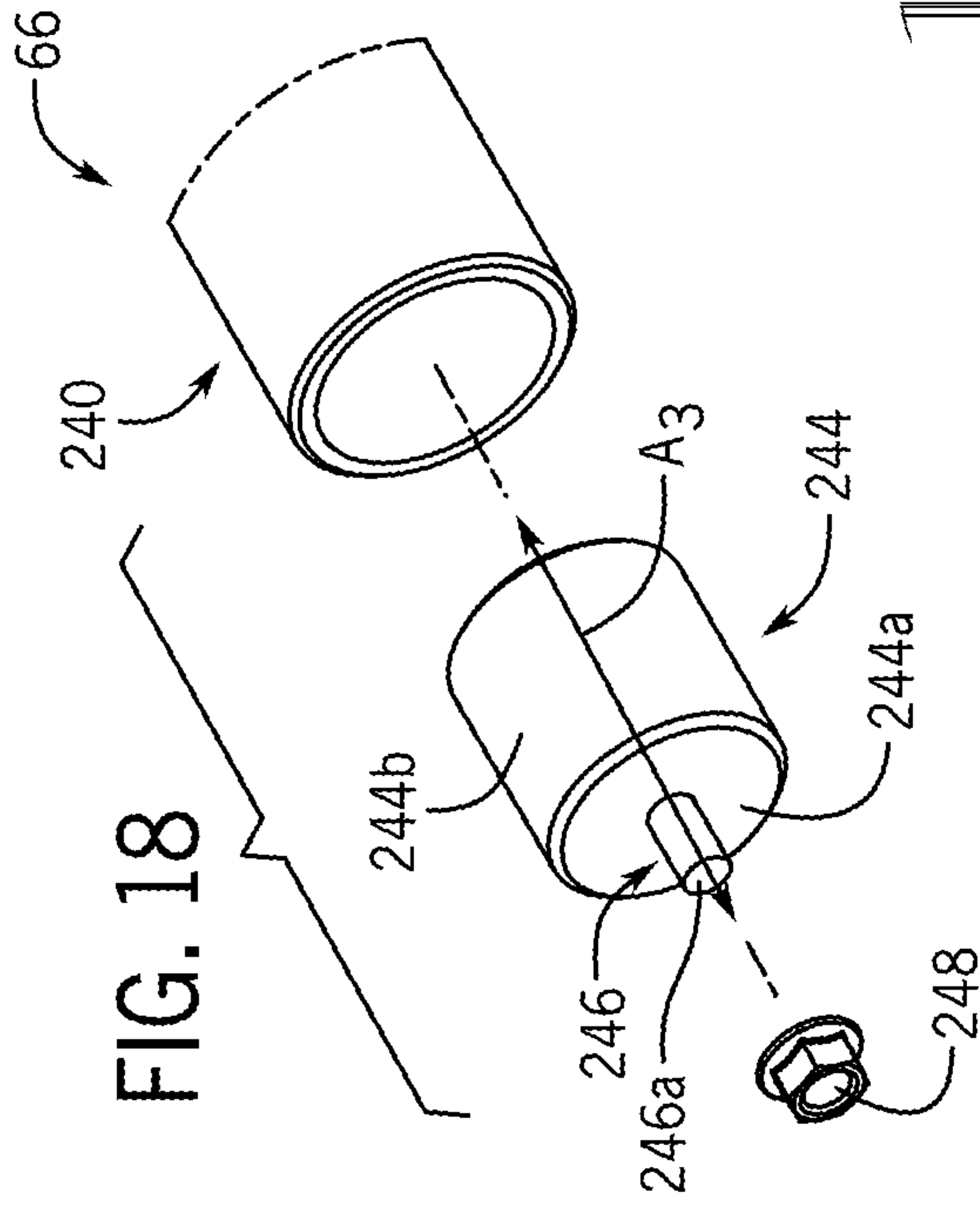
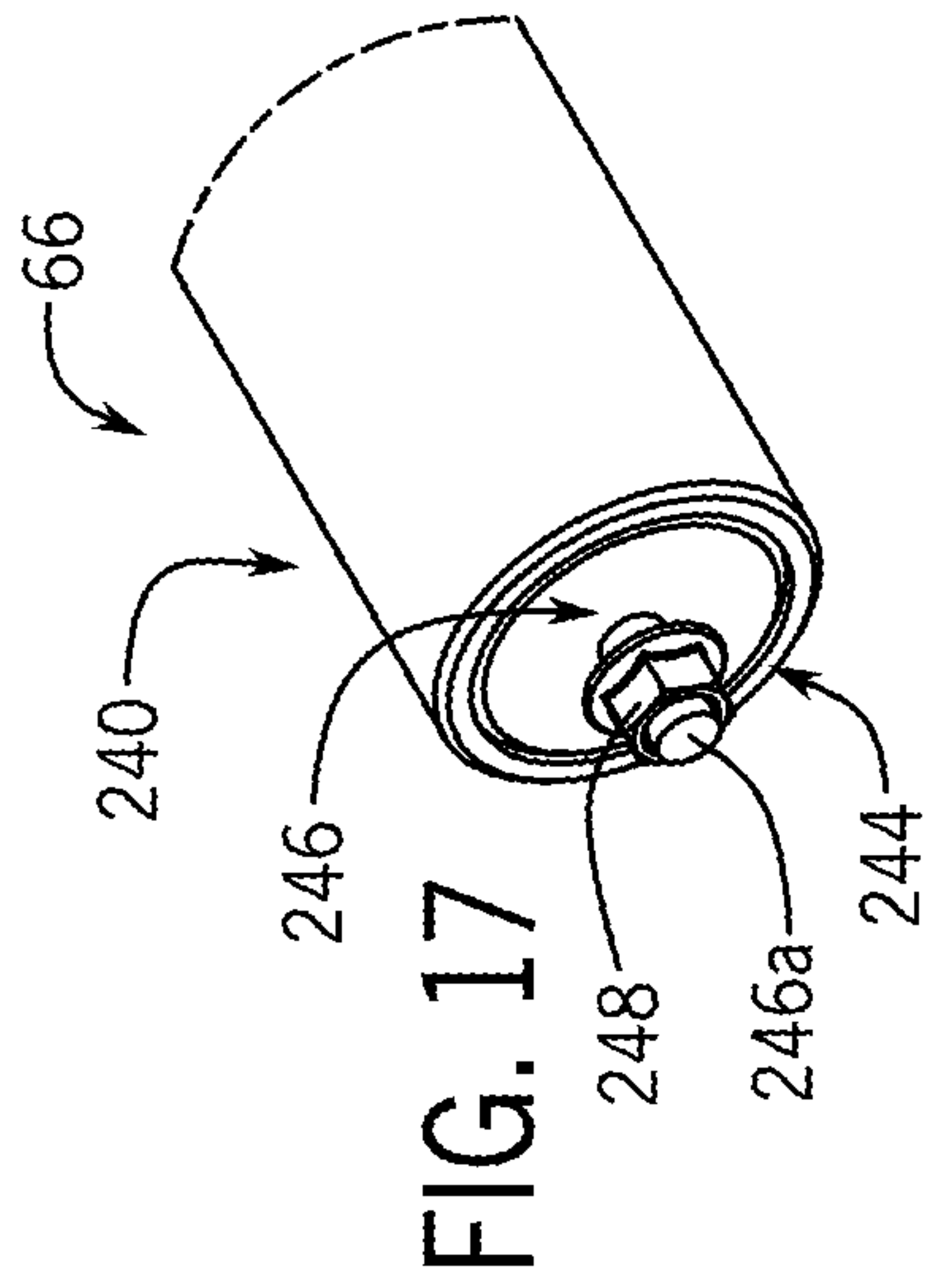


FIG. 13





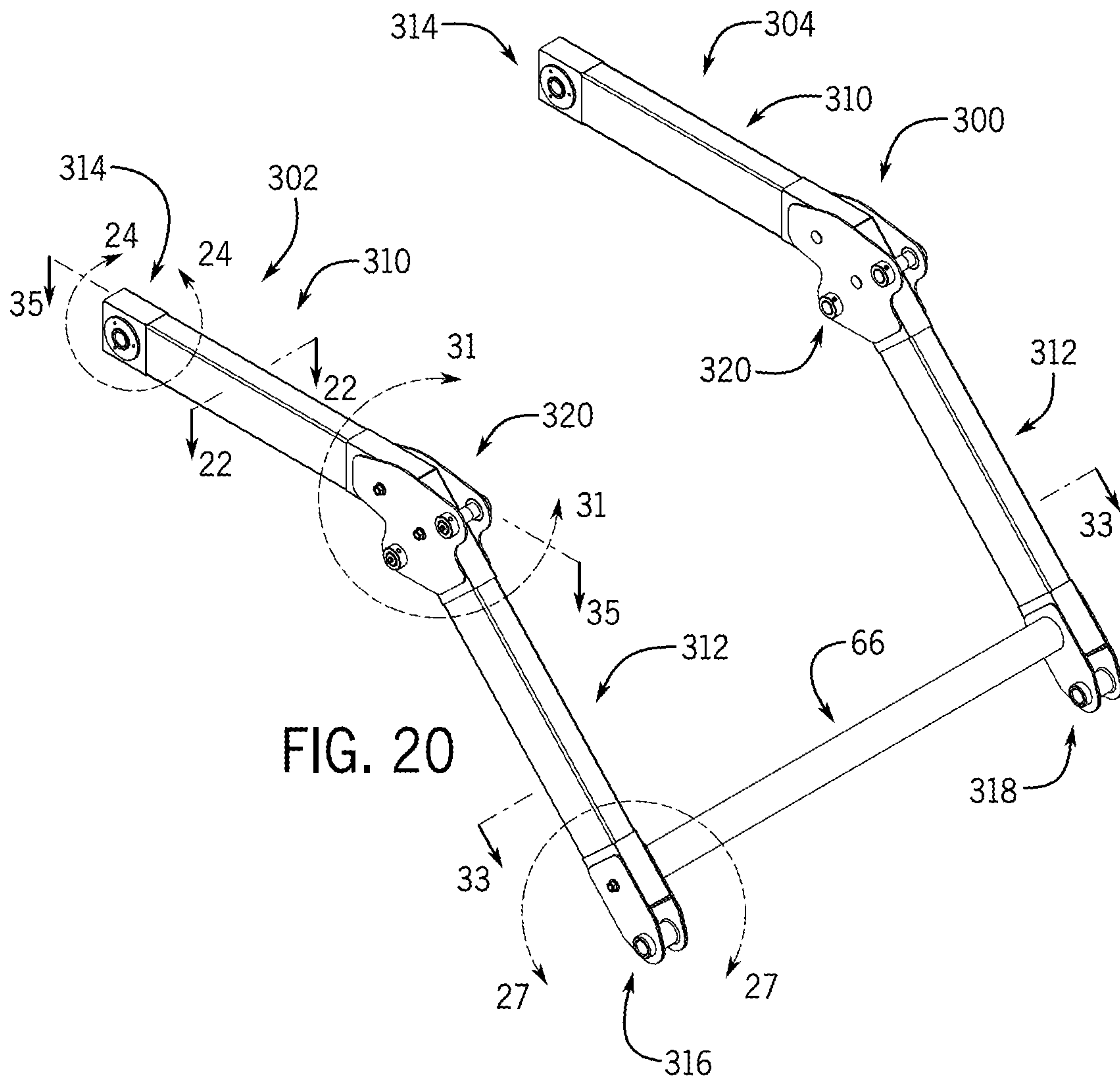


FIG. 20

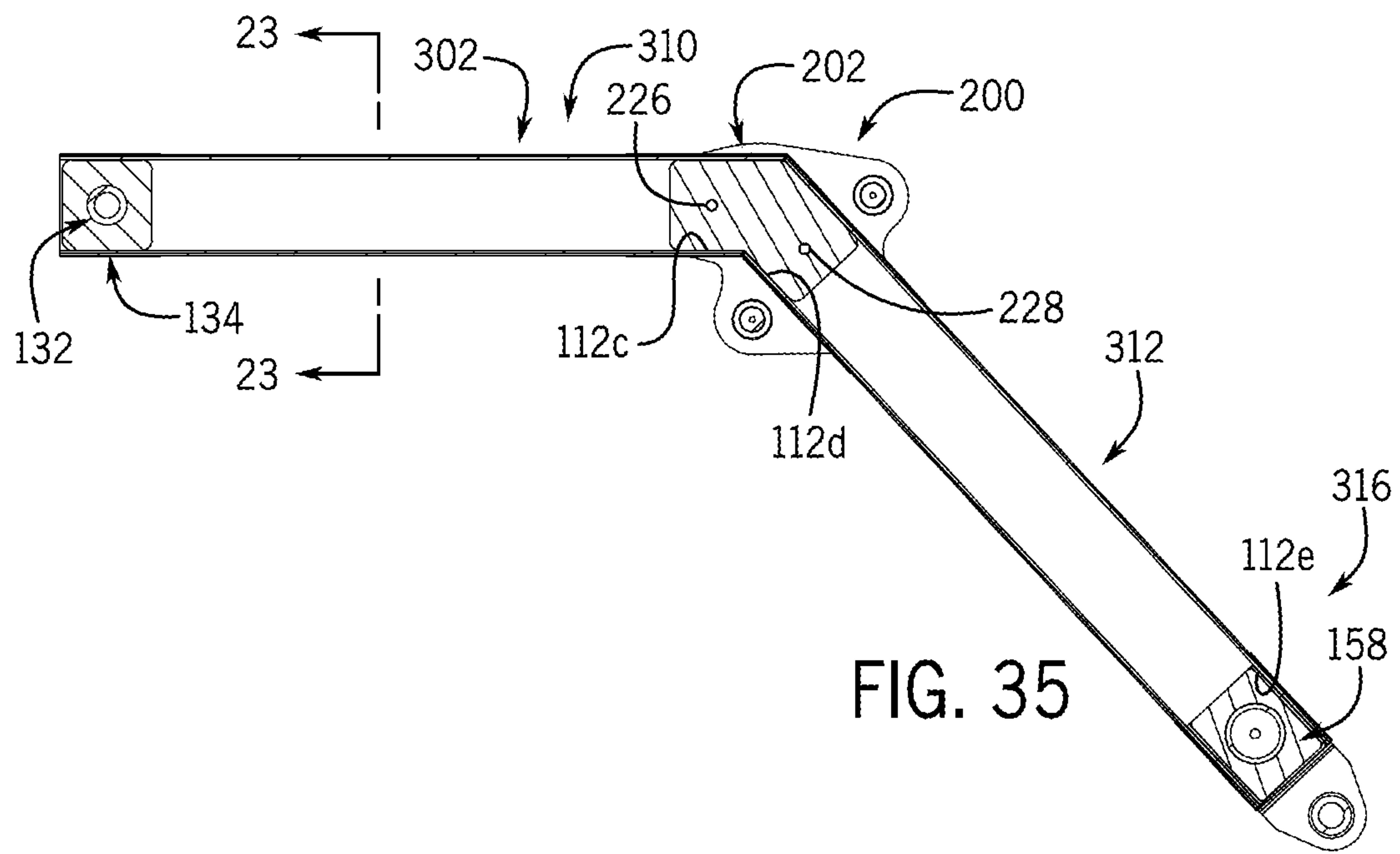


FIG. 35

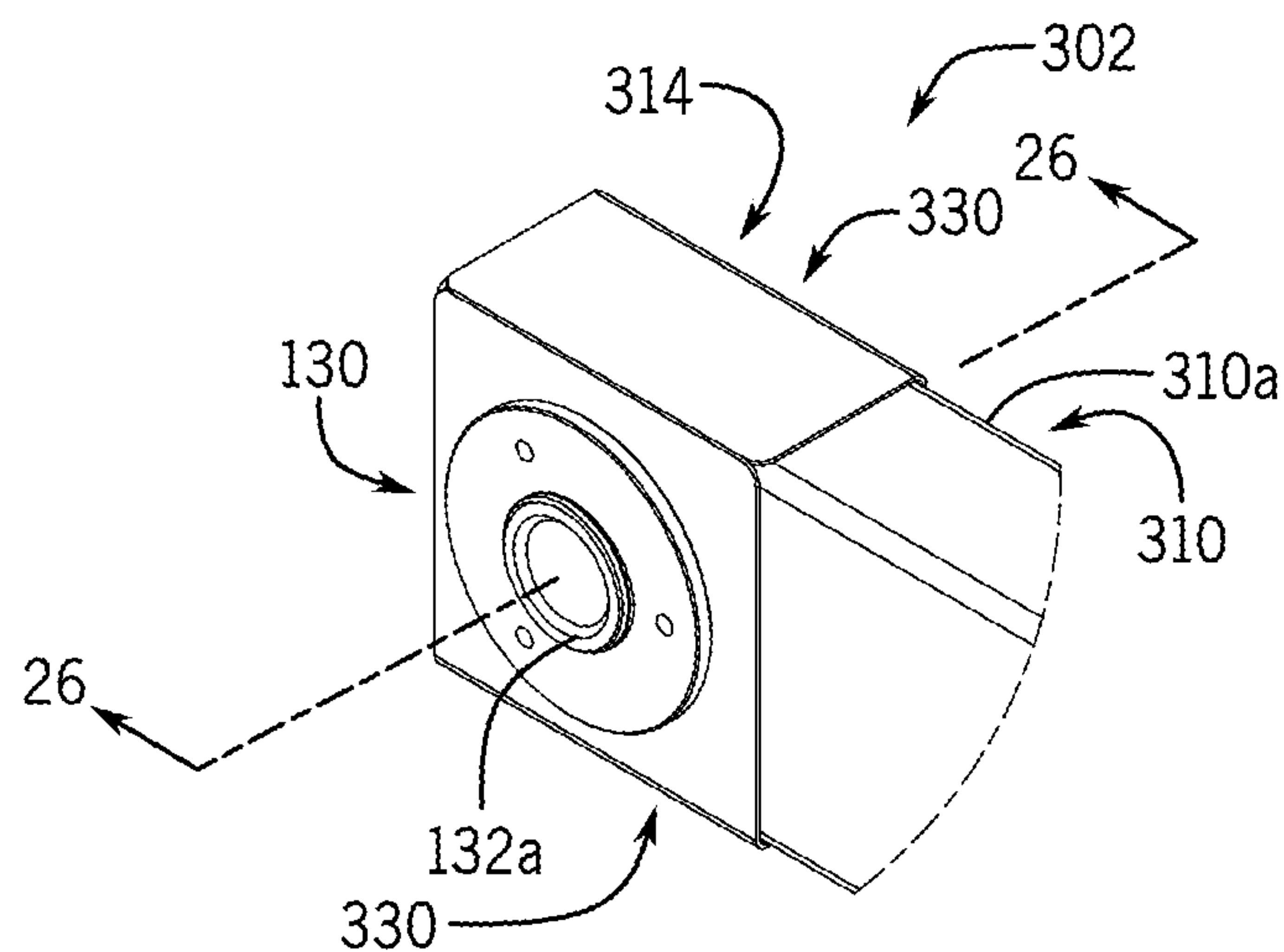
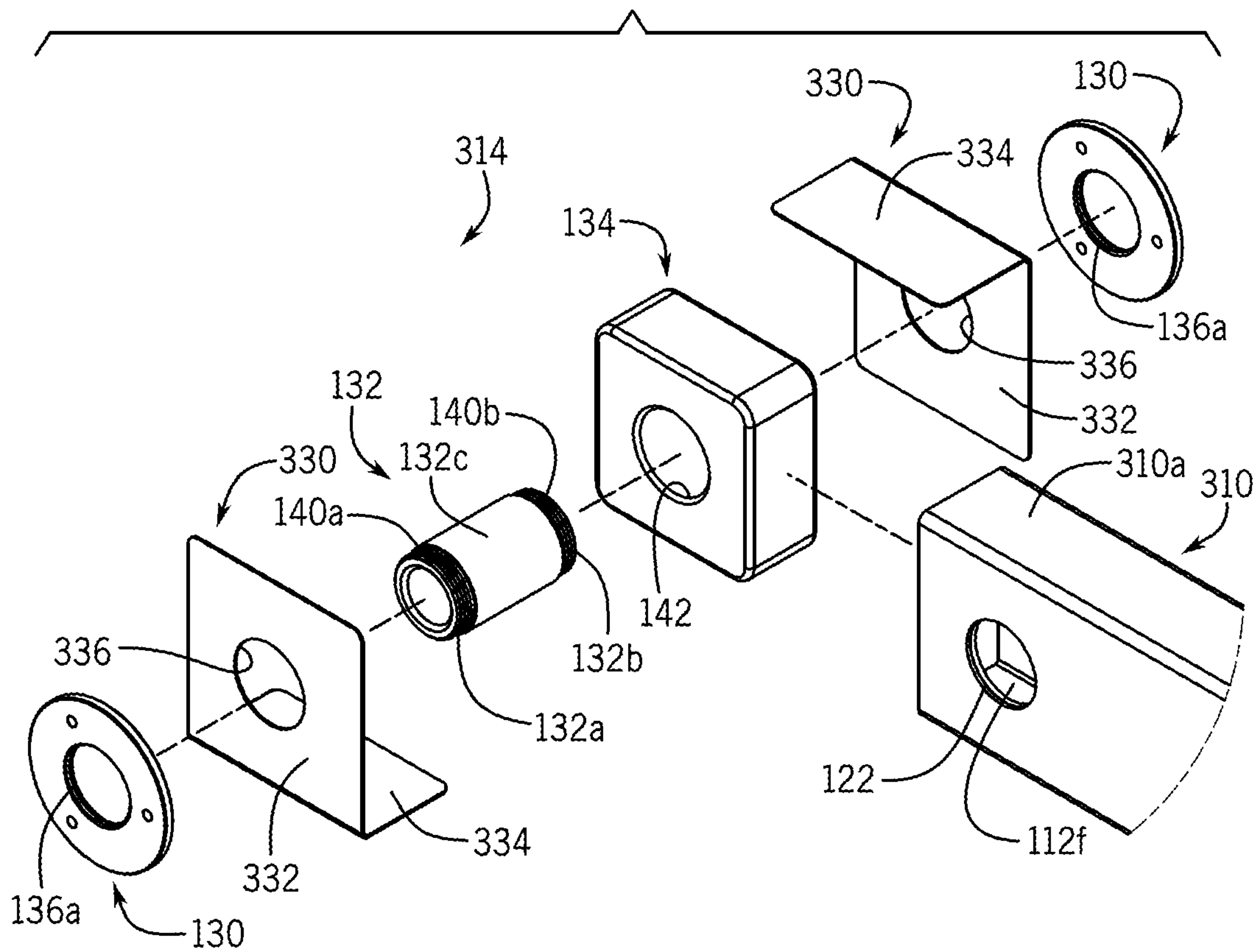


FIG. 24

FIG. 25



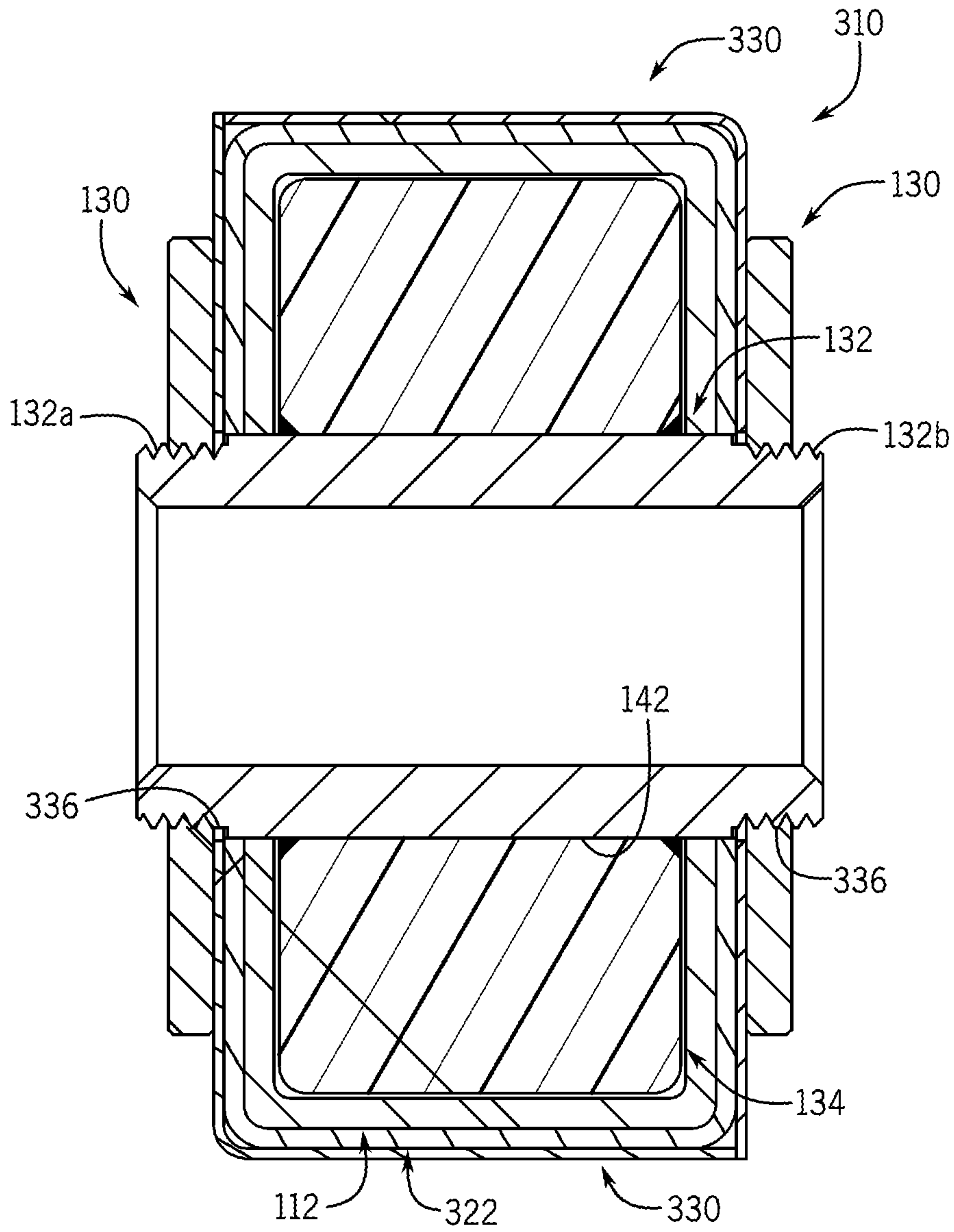


FIG. 26

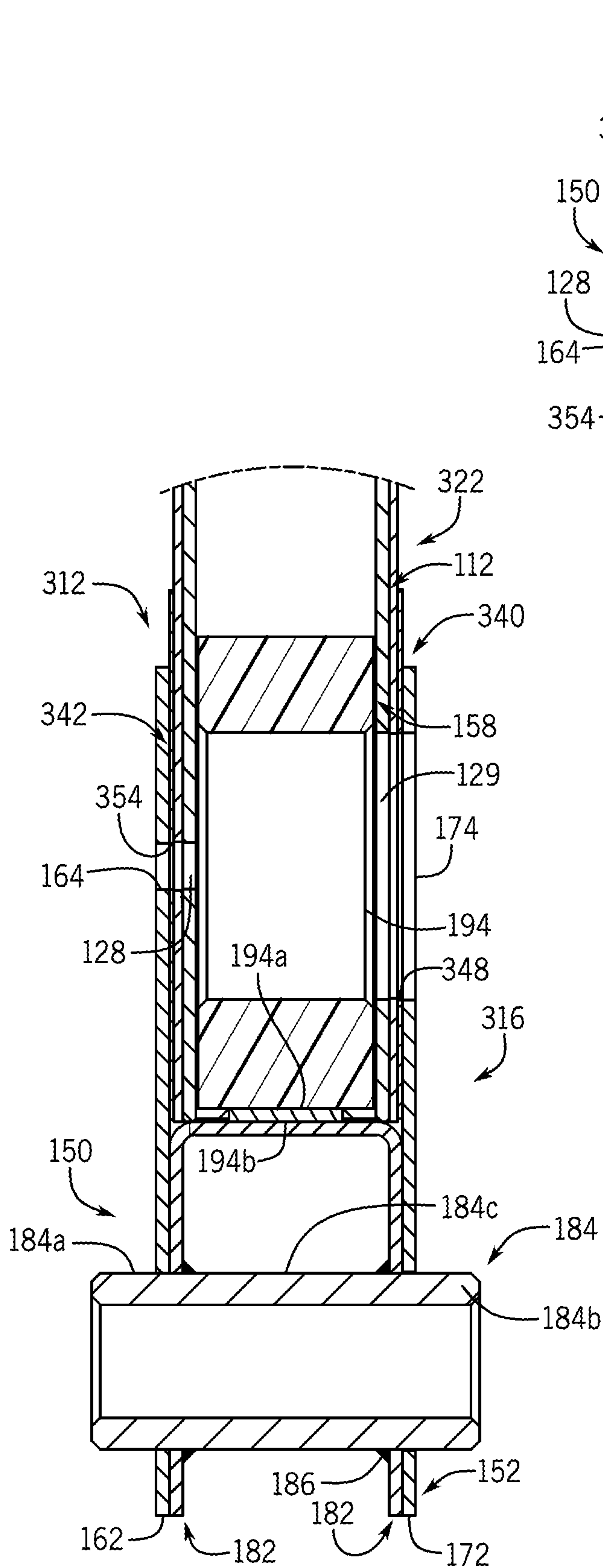


FIG. 30

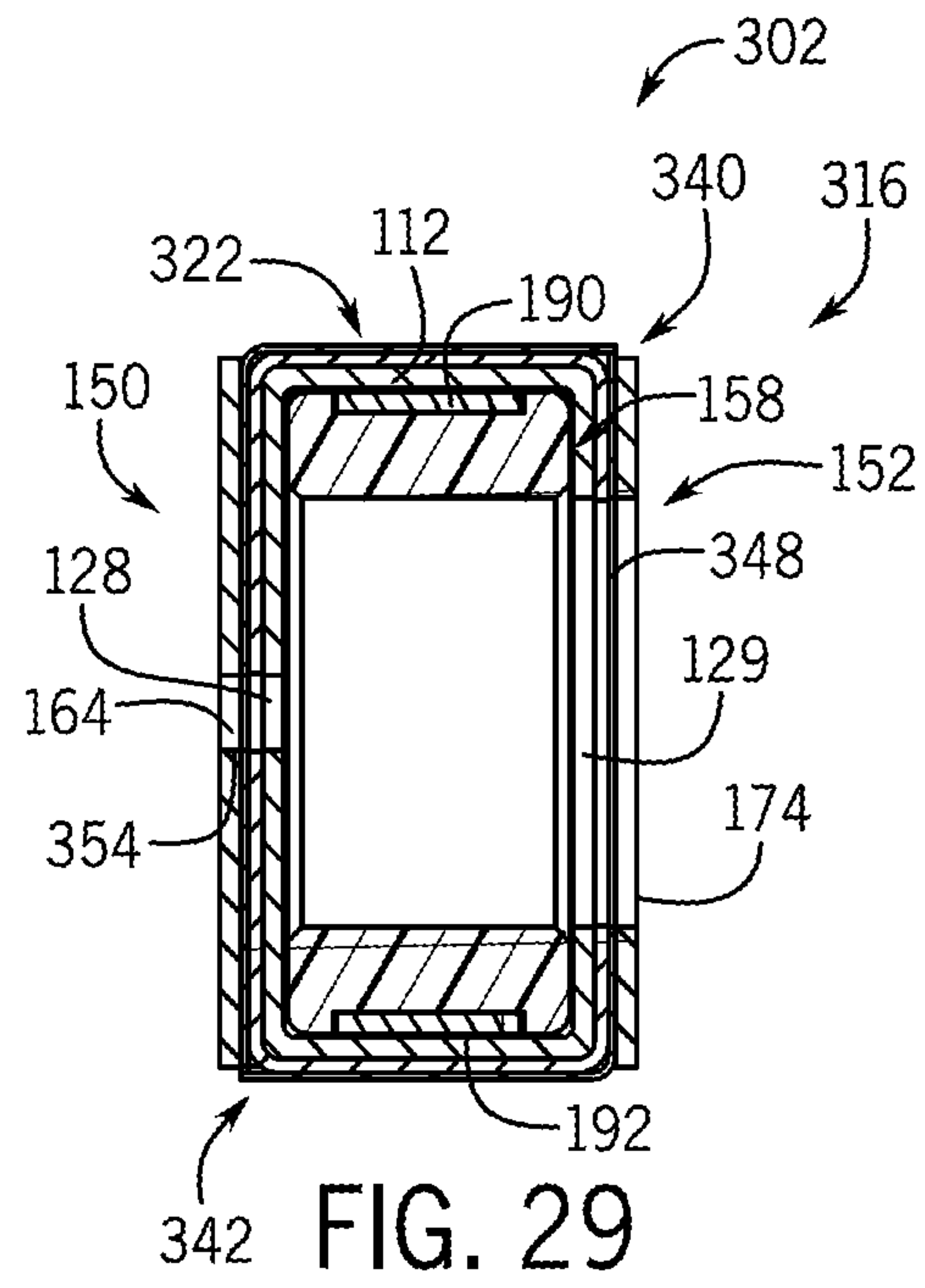
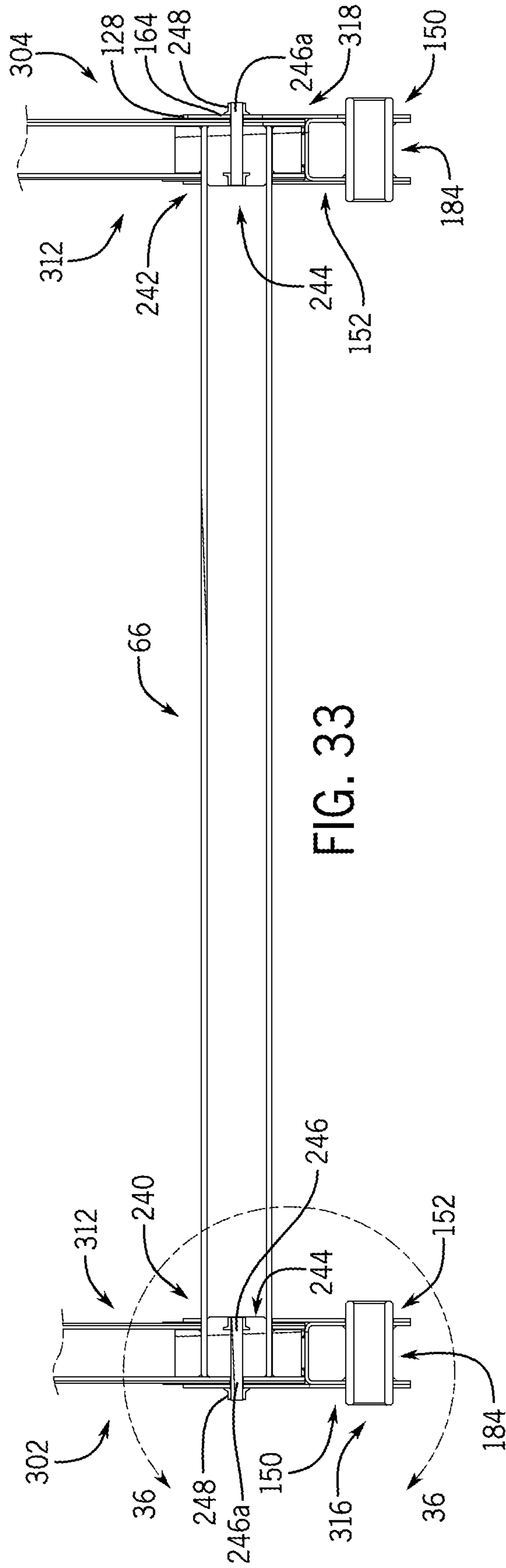


FIG. 29



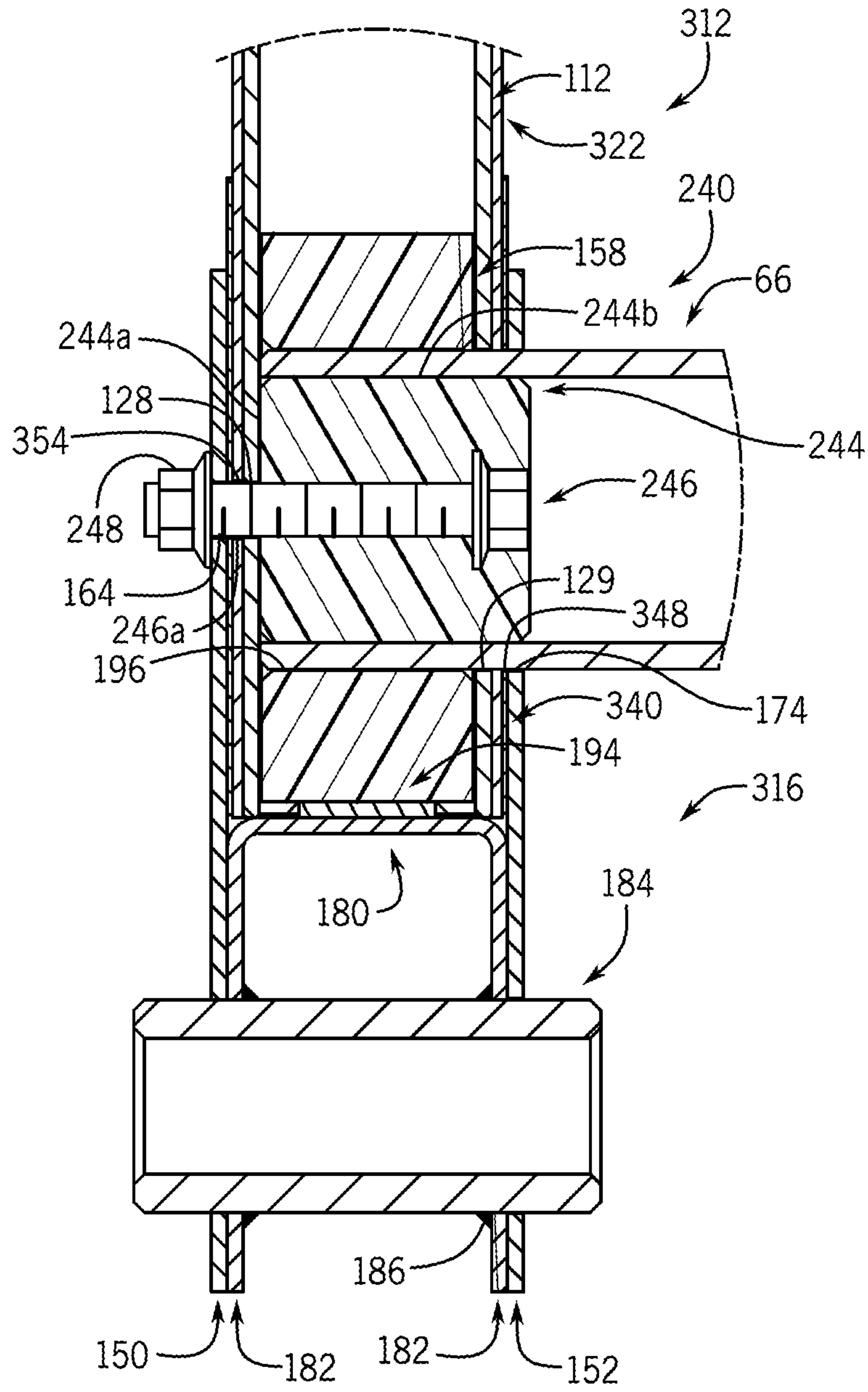


FIG. 34

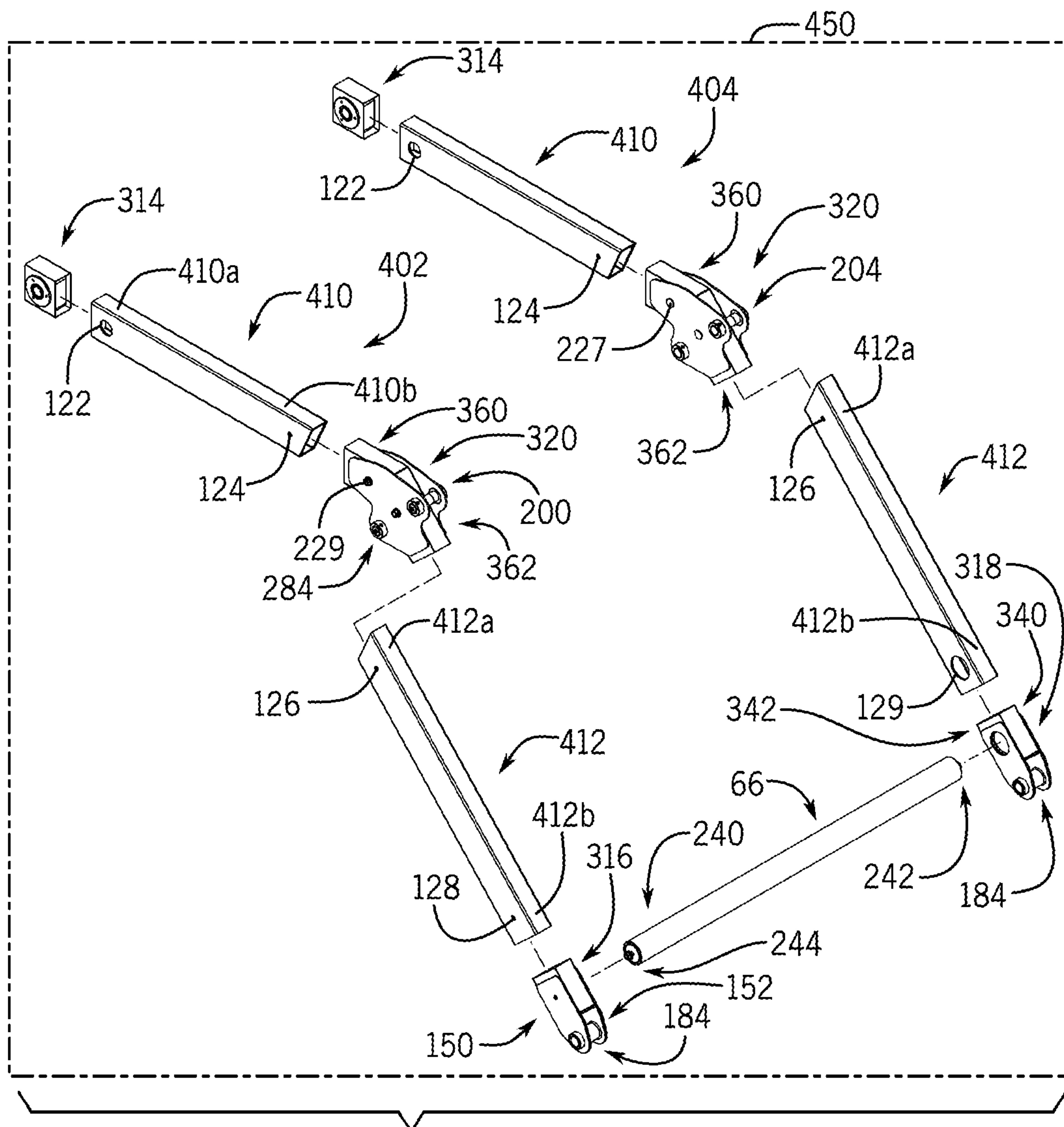


FIG. 37

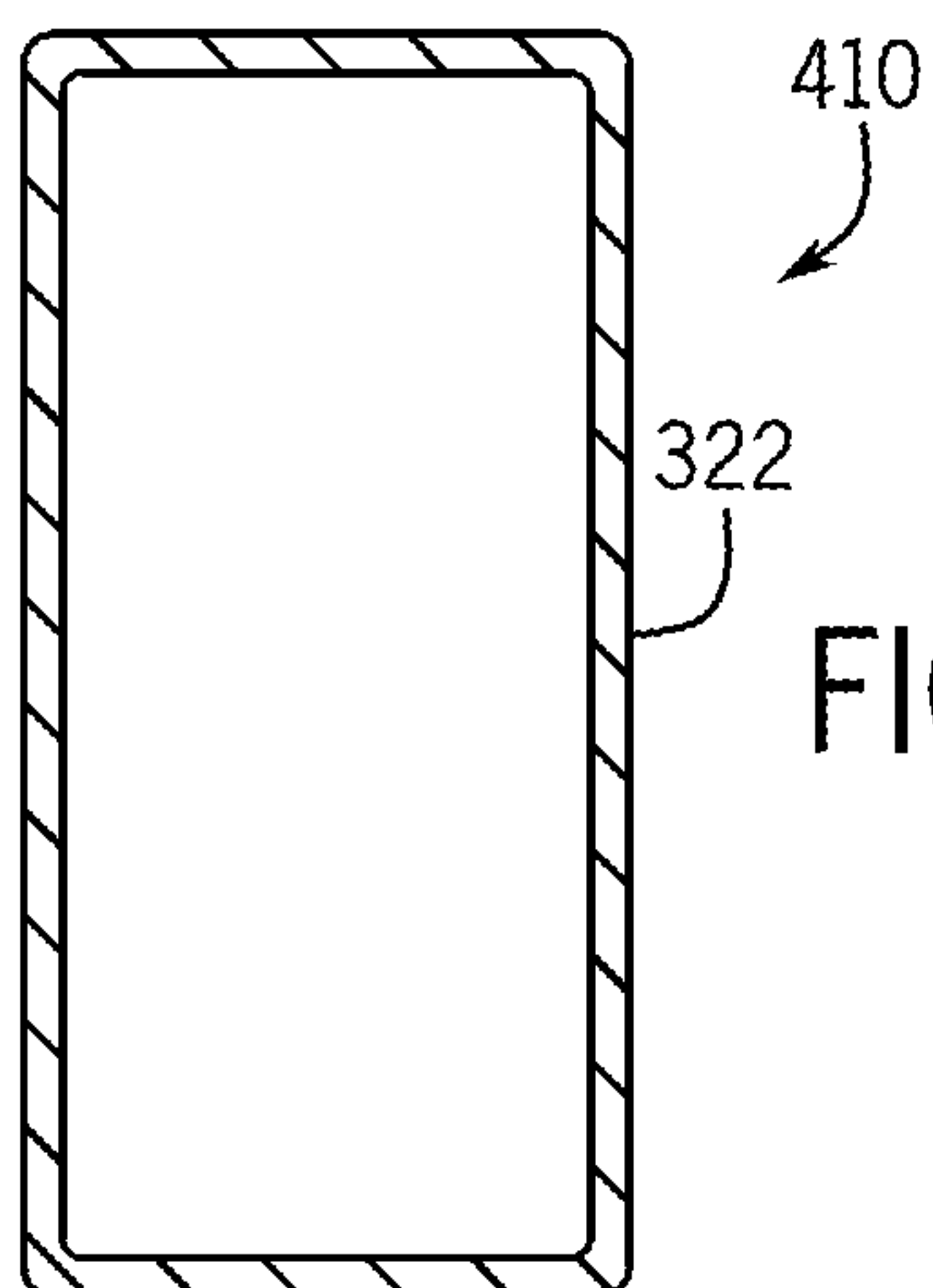


FIG. 38

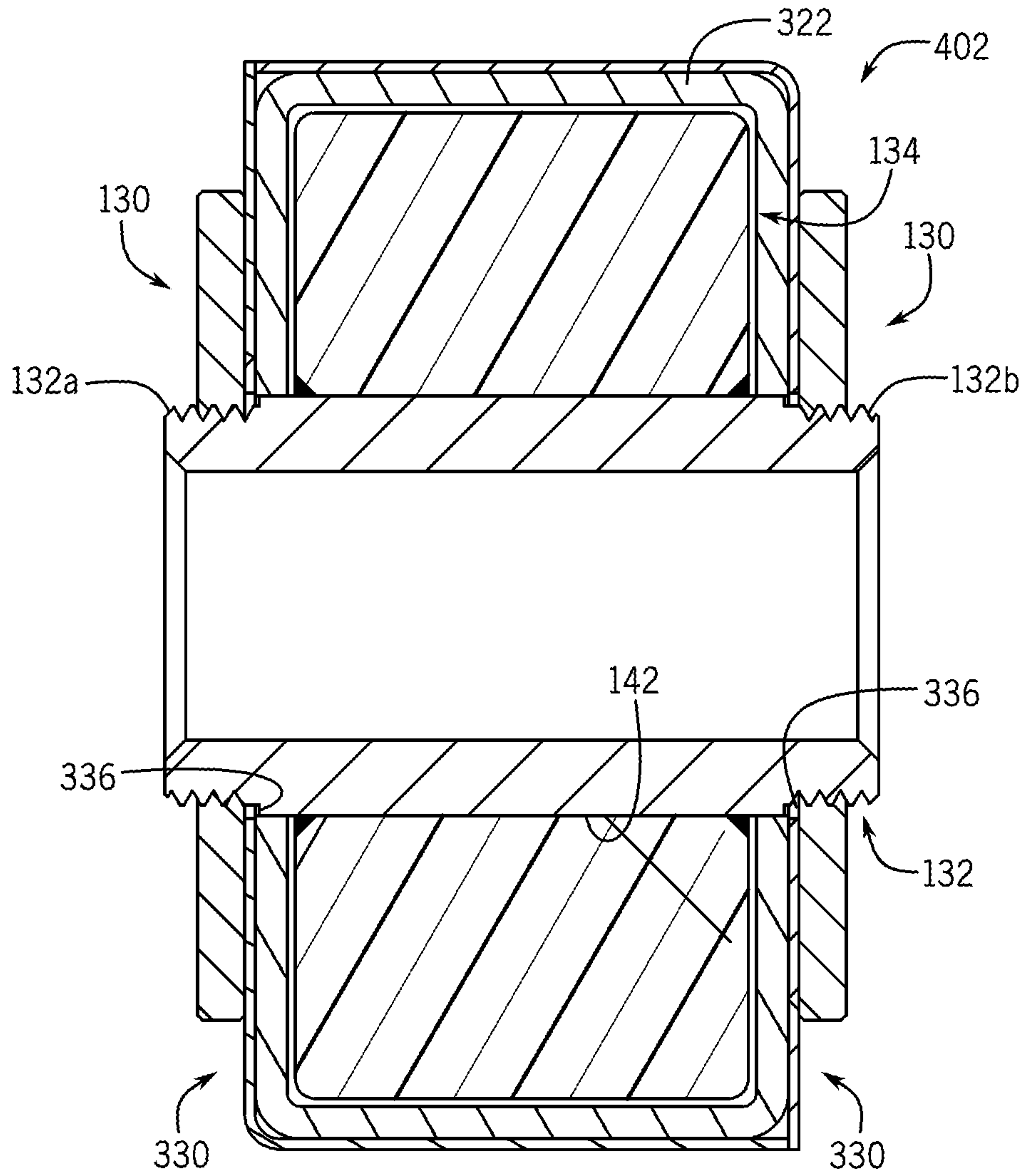
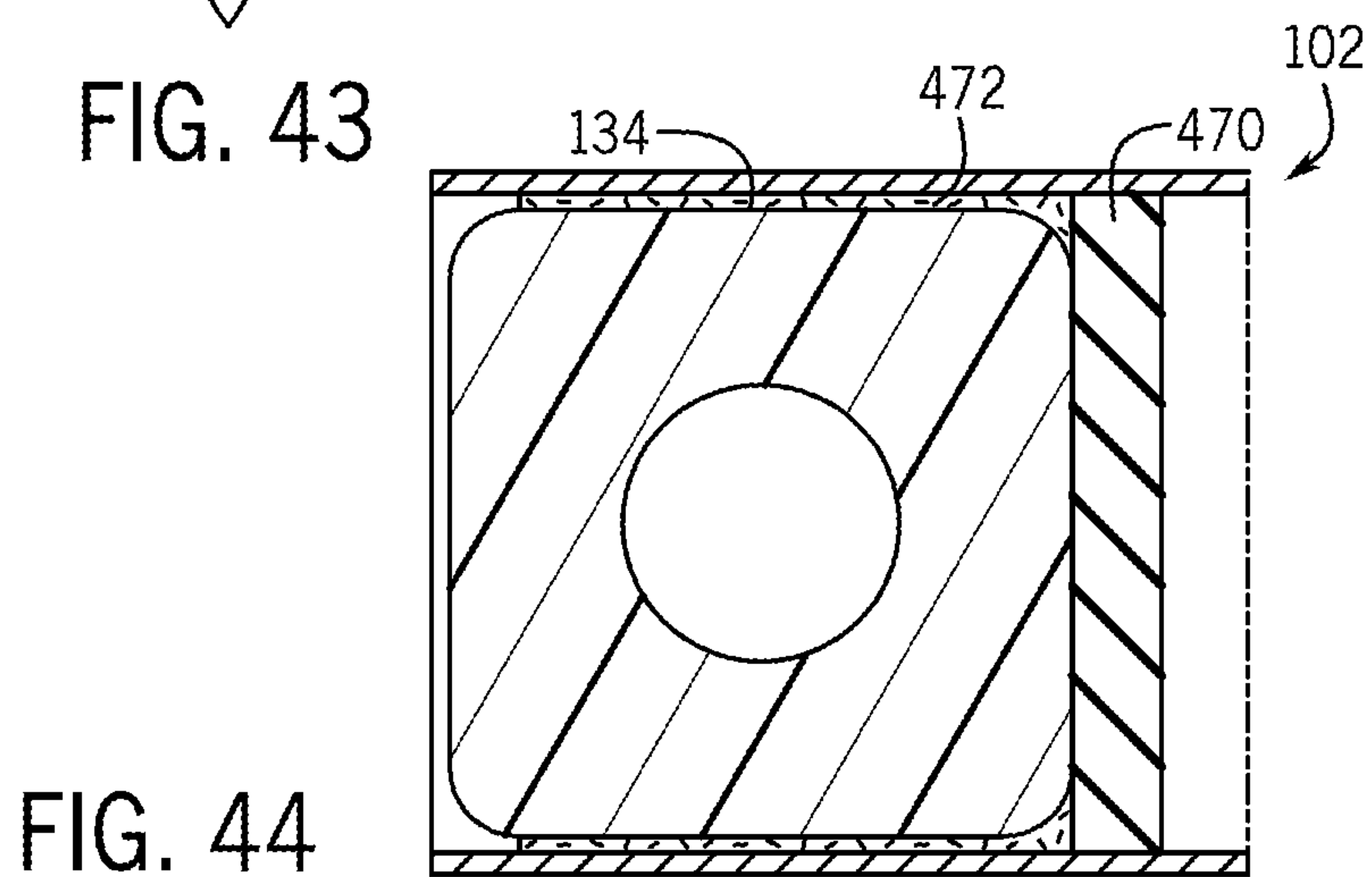
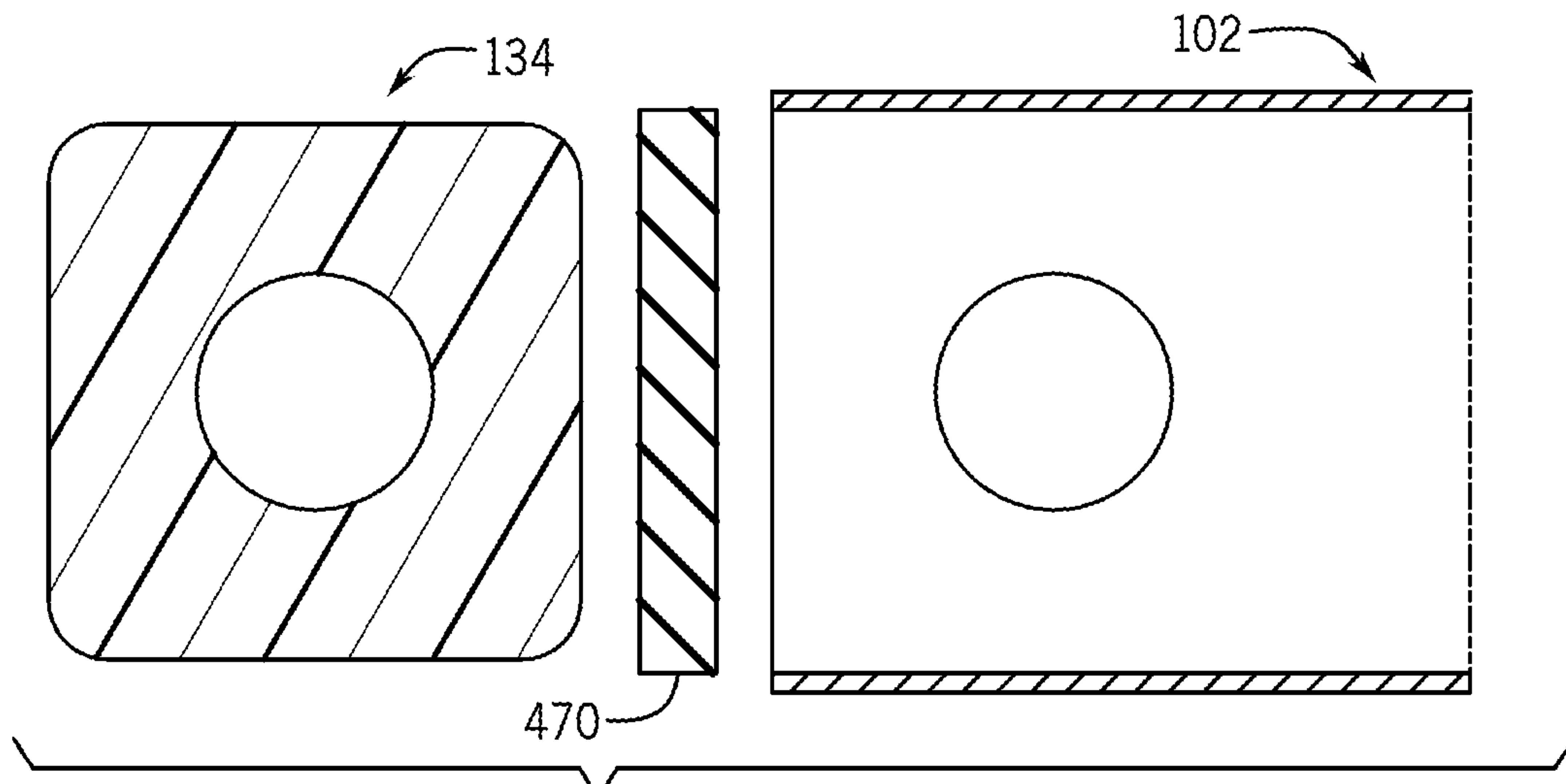
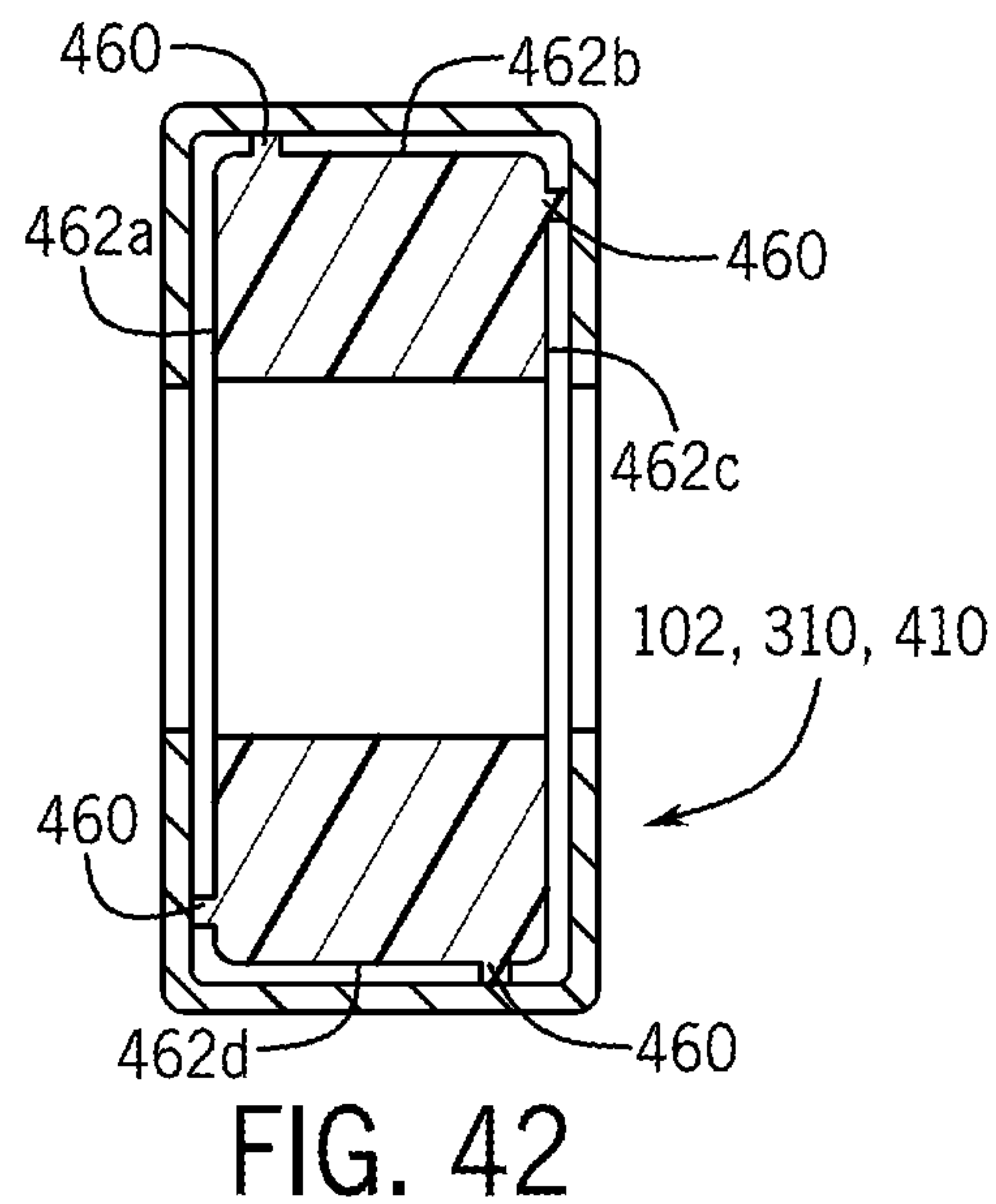
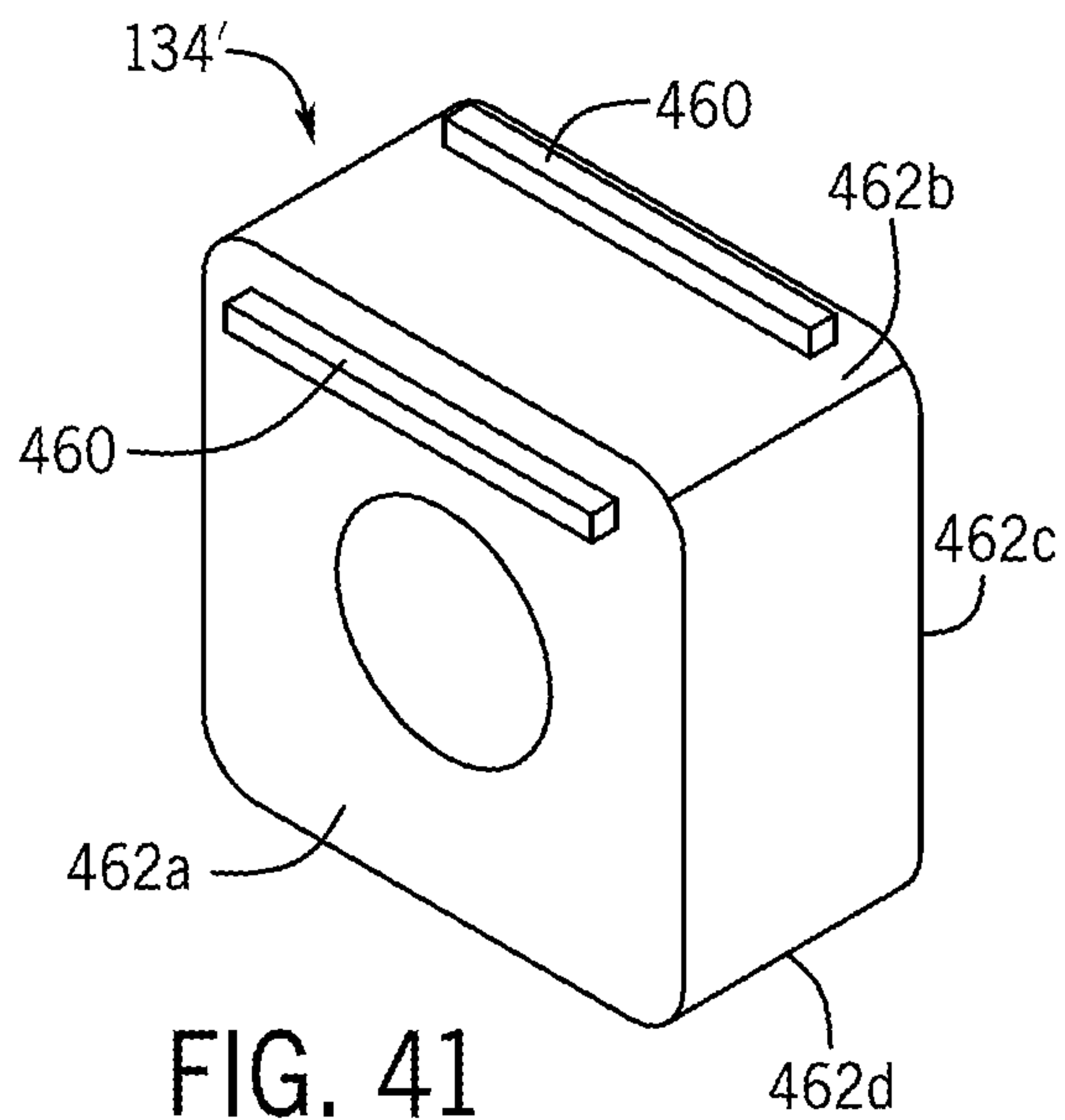


FIG. 39



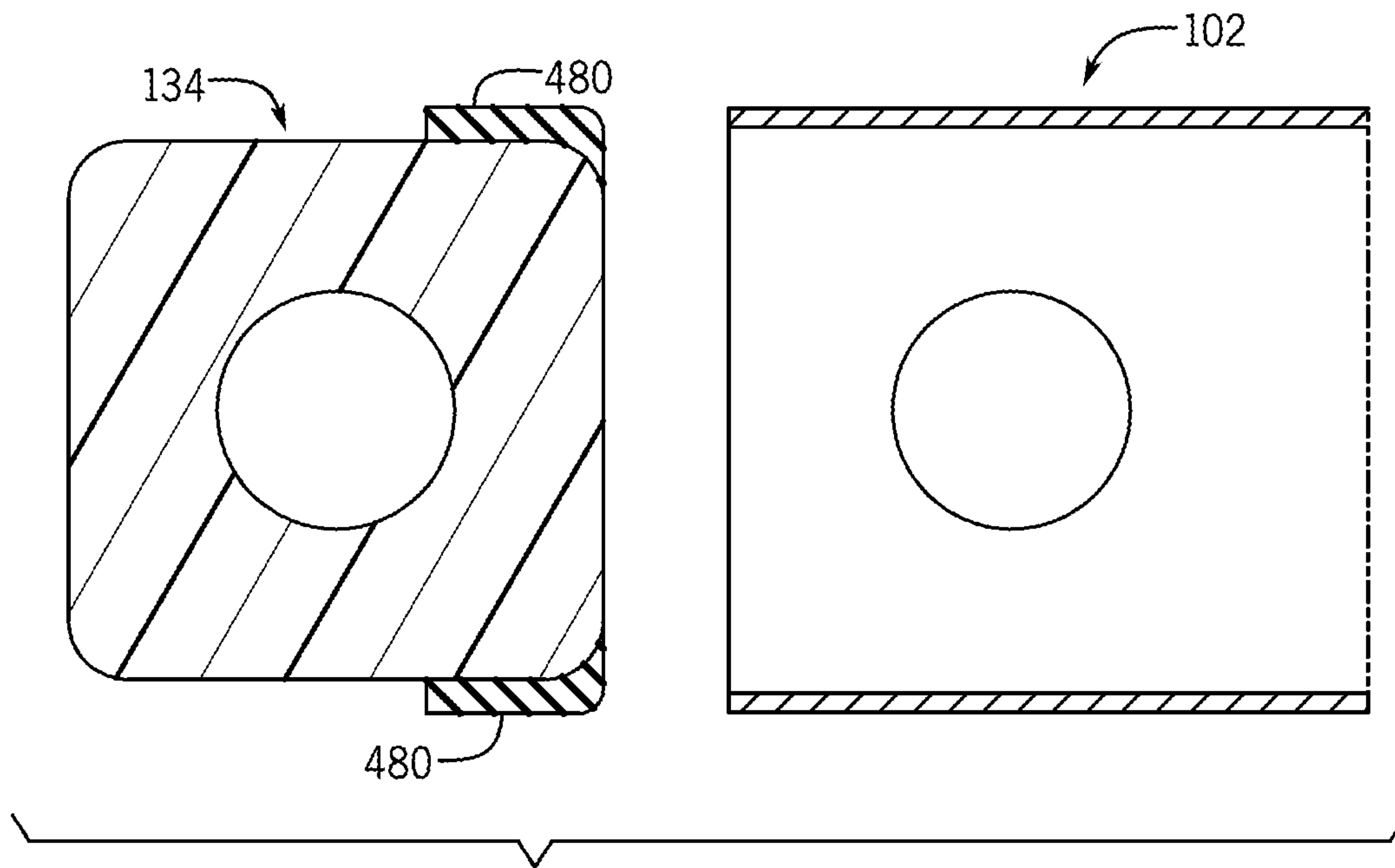


FIG. 45

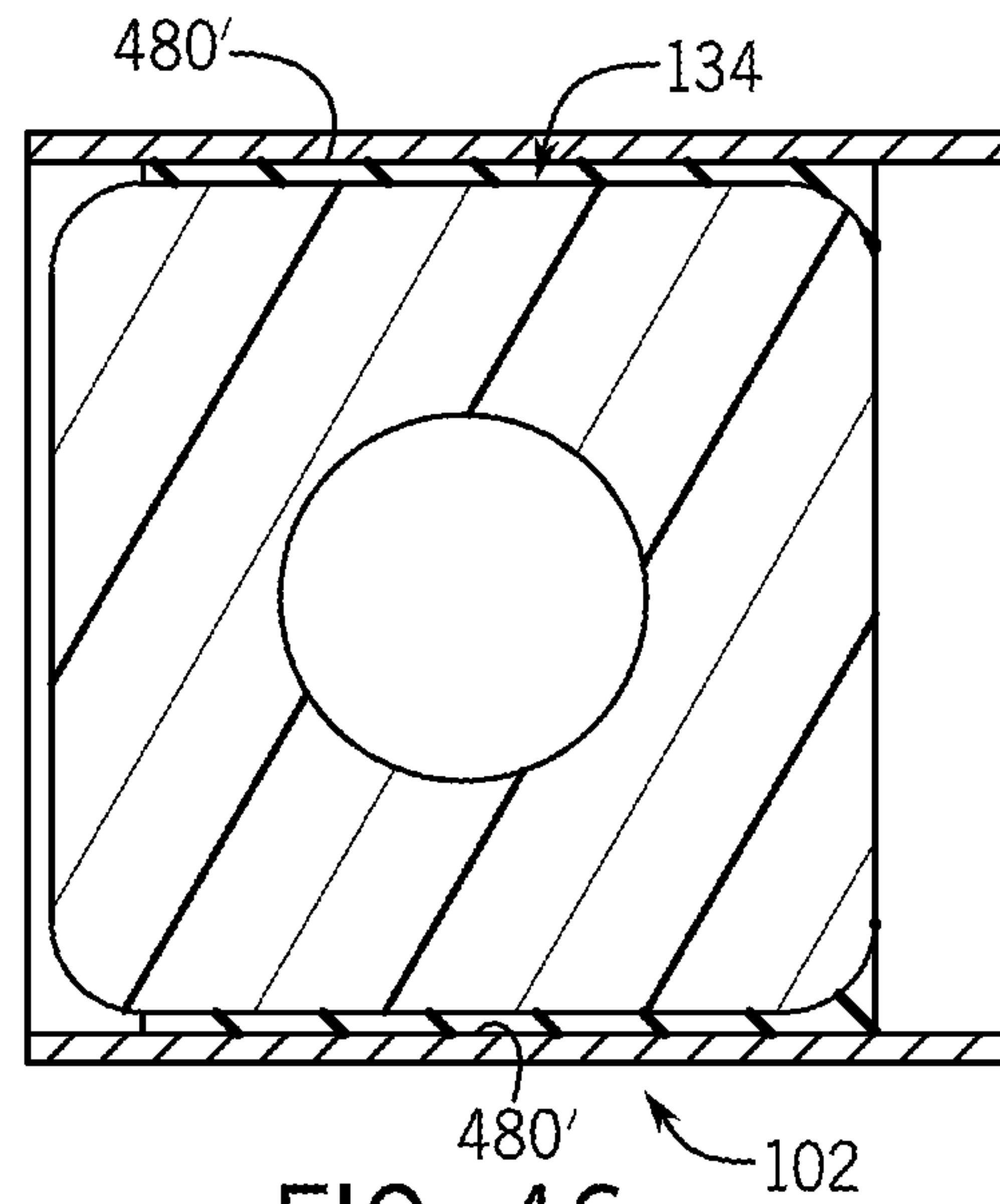


FIG. 46

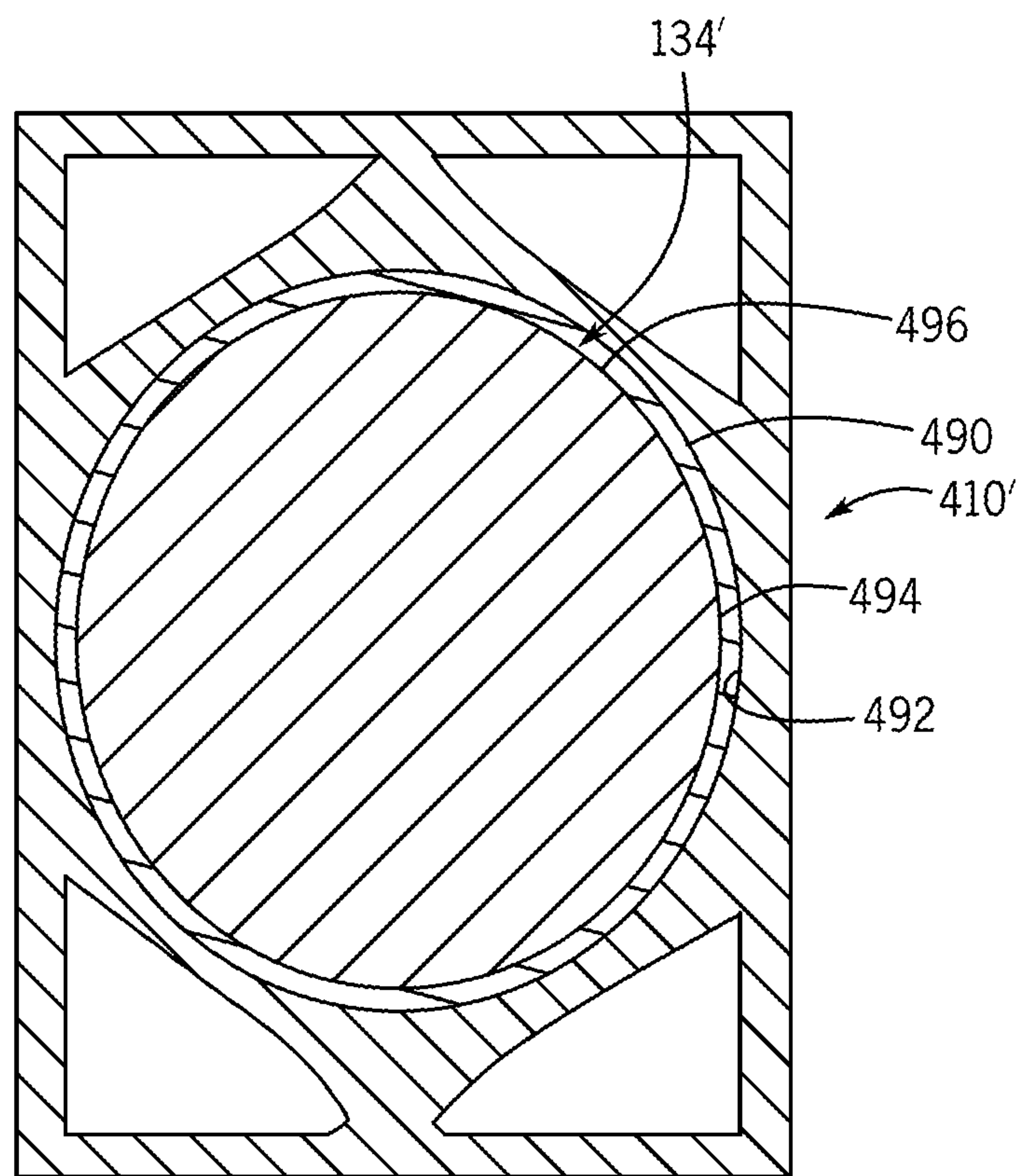


FIG. 47

1**HYBRID LOADER BOOM ARM ASSEMBLY****CROSS-REFERENCE TO RELATED APPLICATION(S)**

Not applicable.

STATEMENT OF FEDERALLY SPONSORED RESEARCH OR DEVELOPMENT

Not applicable.

FIELD OF THE DISCLOSURE

This disclosure relates to work vehicles, such as loaders, and boom arm assemblies that are configured to attach a work implement, such as a bucket, to the work vehicles to carry material.

BACKGROUND OF THE DISCLOSURE

In the agriculture, construction and forestry industries, various work machines, such as loaders, may be utilized in lifting and moving various materials. In certain examples, a loader may include a bucket pivotally coupled by a loader boom arms to the vehicle chassis. One or more hydraulic cylinders move the loader boom arms and/or the bucket to move the bucket between positions relative to the chassis to lift and move materials.

Various factors are considered when designing or selecting the loader boom arms and bucket arrangement used, for example, the durability and wear resistance of the loader boom arms, and the weight of material the loader boom arms can lift. These factors typically indicate that the loader boom arms be made of heavy steel plate construction to handle large volumes of material and the corresponding weight and other forces associated with loading and carrying the heavy material. This also requires a robust hydraulic system with correspondingly large-capacity pumps, accumulators, valves and cylinders. Further, wear or damage to the loader boom arms may also require replacement or vehicle downtime to repair the heavy-duty components.

SUMMARY OF THE DISCLOSURE

The disclosure provides a hybrid loader boom arm assembly in which an arm assembly and a second arm assembly formed of a lightweight material are interconnected by a torque transfer tube formed of a lightweight material.

In one aspect, the disclosure provides a hybrid loader boom arm assembly kit for a loader work vehicle. The kit includes a hollow first beam formed from a lightweight material, and a block formed from a second lightweight material. The block is configured to couple within the first beam. The kit includes at least one first steel reinforcing plate configured to couple to the first beam at the end, and at least one connecting plate configured to couple to the at least one first reinforcing plate.

In another aspect, the present disclosure provides a method of assembling a hybrid loader boom arm for a loader work vehicle. The method includes coupling a first beam formed from a lightweight material to a first block formed from a second lightweight material. The method includes coupling at least one first steel reinforcing plate to the first beam at an end of the first beam, and coupling at least one connecting plate to the at least one first reinforcing plate.

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In yet another aspect, the present disclosure provides a method of assembling a hybrid loader boom arm for a loader work vehicle. The method includes coupling a first beam formed from a lightweight material to a second beam formed from the lightweight material with a first block formed from a second lightweight material to form an arm assembly. The method includes coupling at least one first steel reinforcing plate to the first beam at an end of the first beam, and coupling at least one second steel reinforcing plate to the second beam at a second end of the second beam. The method includes coupling at least one connecting plate to the at least one first reinforcing plate and the at least one second reinforcing plate.

The details of one or more embodiments are set forth in the accompanying drawings and the description below. Other features and advantages will become apparent from the description, the drawings, and the claims.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a perspective view of an example work vehicle in the form of an agricultural loader in which the disclosed hybrid loader boom arm assembly may be used;

FIG. 1A is a perspective view of an example work vehicle in the form of a compact utility tractor in which the disclosed hybrid loader boom arm assembly may be used;

FIG. 2 is a side view of an example hybrid loader boom arm assembly coupled to a bucket as shown in FIG. 1;

FIG. 3 is a perspective view of the hybrid loader boom arm assembly of FIG. 2;

FIG. 4 is an exploded view of a first beam of one of the arm assemblies of the hybrid loader boom arm assembly of FIG. 3;

FIG. 5 is a partially exploded view of the hybrid loader boom arm assembly of FIG. 3;

FIG. 6 is a detail view of a vehicle mounting subassembly coupled to the first beam of one of the arm assemblies of the hybrid loader boom arm assembly of FIG. 3;

FIG. 7 is an exploded view of the vehicle mounting subassembly of FIG. 6;

FIG. 8 is a cross-sectional view of the vehicle mounting subassembly, taken along line 8-8 of FIG. 6;

FIG. 9 is a detail view of a bucket mount bracket subassembly coupled to a second beam of an arm assembly of the hybrid loader boom arm assembly of FIG. 3;

FIG. 10 is an exploded view of the bucket mount bracket subassembly of FIG. 9;

FIG. 11 is a cross-sectional view of the bucket mount bracket subassembly, taken along line 11-11 of FIG. 9;

FIG. 12 is a cross-sectional view of the bucket mount bracket subassembly, taken along line 12-12 of FIG. 9;

ii [0024] FIG. 13 is a detail view of a knee mounting subassembly of the hybrid loader boom arm assembly of FIG. 3;

FIG. 14 is an exploded view of the knee mounting subassembly of FIG. 13;

FIG. 11 is a cross-sectional view of the bucket mount bracket subassembly, taken along line 11-11 of FIG. 9;

FIG. 15 is a cross-sectional view of one arm assembly of the hybrid loader boom arm assembly, taken along line 15-15 of FIG. 3;

FIG. 16 is a cross-sectional view of a torque transfer tube connected to the arm assembly and a second arm assembly of the hybrid loader boom arm assembly, taken along line 16-16 of FIG. 3;

FIG. 17 is a perspective view of an end of the torque transfer tube of the hybrid loader boom arm assembly of FIG. 3;

FIG. 18 is an exploded view of the end of the torque transfer tube of the hybrid loader boom arm assembly of FIG. 17;

FIG. 19 is a detail cross-sectional view of the end of the torque transfer tube connected to the arm assembly of the hybrid loader boom arm assembly, taken at 19 of FIG. 16;

FIG. 20 is a perspective view of another hybrid loader boom arm assembly for use with the work vehicle of FIG. 1 or FIG. 1A;

FIG. 21 is an exploded view of a first beam of one of the arm assemblies of the hybrid loader boom arm assembly of FIG. 20;

FIG. 22 is a cross-sectional view of the first beam of the one of the arm assemblies of the hybrid loader boom arm assembly of FIG. 20, taken along line 22-22 of FIG. 20;

FIG. 23 is a partially exploded view of the hybrid loader boom arm assembly of FIG. 20;

FIG. 24 is a detail view of a vehicle mounting subassembly coupled to the first beam of one of the arm assemblies of the hybrid loader boom arm assembly of FIG. 20;

FIG. 25 is an exploded view of the vehicle mounting subassembly of FIG. 24;

FIG. 26 is a cross-sectional view of the vehicle mounting subassembly, taken along line 26-26 of FIG. 24;

FIG. 27 is a detail view of a bucket mount bracket subassembly of the hybrid loader boom arm assembly of FIG. 20;

FIG. 28 is an exploded view of the bucket mount bracket subassembly of FIG. 27;

FIG. 29 is a cross-sectional view of the bucket mount bracket subassembly, taken along line 29-29 of FIG. 27;

FIG. 30 is a cross-sectional view of the bucket mount bracket subassembly, taken along line 30-30 of FIG. 27;

FIG. 31 is a detail view of a knee mounting subassembly of the hybrid loader boom arm assembly of FIG. 20;

FIG. 32 is an exploded view of the knee mounting subassembly of FIG. 31;

FIG. 33 is a cross-sectional view of a torque transfer tube connected to the arm assembly and a second arm assembly of the hybrid loader boom arm assembly, taken along line 33-33 of FIG. 20;

FIG. 34 is a detail cross-sectional view of the end of the torque transfer tube connected to the arm assembly of the hybrid loader boom arm assembly, taken at 34 of FIG. 20;

FIG. 35 is a cross-sectional view of one arm assembly of the hybrid loader boom arm assembly, taken along line 35-35 of FIG. 20;

FIG. 36 is a perspective view of another hybrid loader boom arm assembly for use with the work vehicle of FIG. 1 or FIG. 1A;

FIG. 37 is a partially exploded view of the hybrid loader boom arm assembly of FIG. 36;

FIG. 38 is a cross-sectional view of the first beam of the one of the arm assemblies of the hybrid loader boom arm assembly of FIG. 36, taken along line 38-38 of FIG. 36;

FIG. 39 is a cross-sectional view of the vehicle mounting subassembly, taken along line 39-39 of FIG. 36;

FIG. 40 is a cross-sectional view of one arm assembly of the hybrid loader boom arm assembly, taken along line 40-40 of FIG. 36;

FIG. 41 is a perspective view of an example block having at least one rib for use with one of the hybrid loader boom arm assemblies of FIG. 1, 20 or 36 in accordance with various embodiments;

FIG. 42 is a cross-sectional schematic view that illustrates the block of FIG. 41 positioned within a first beam of one of the hybrid loader boom arm assemblies of FIG. 1, 20 or 36 in accordance with various embodiments;

FIG. 43 is a partially exploded cross-sectional schematic view that illustrates an insert for use with coupling a block to one of the first beams of the hybrid loader boom arm assemblies of FIG. 1, 20 or 36 in accordance with various embodiments;

FIG. 44 is a cross-sectional schematic view that illustrates the block coupled to the first beam with an adhesive that is retained by the insert;

FIG. 45 is a partially exploded cross-sectional schematic view that illustrates an energy activated foam for use with coupling a block to one of the first beams of the hybrid loader boom arm assemblies of FIG. 1, 20 or 36 in accordance with various embodiments;

FIG. 46 is a cross-sectional schematic view that illustrates the energy activated foam of FIG. 45 in an activated state to couple the block to the first beam; and

FIG. 47 is a cross-sectional schematic view of an example cross-section for one of the first beams and/or the second beams of the hybrid loader boom arm assemblies of FIG. 1, 20 or 36, and an example cross-section for one of the blocks of the hybrid loader boom arm assemblies of FIG. 1, 20 or 36.

Like reference symbols in the various drawings indicate like elements.

DETAILED DESCRIPTION

The following describes one or more example embodiments of the disclosed hybrid loader boom arm assembly, as shown in the accompanying figures of the drawings described briefly above. Various modifications to the example embodiments may be contemplated by one of skill in the art.

As used herein, unless otherwise limited or modified, lists with elements that are separated by conjunctive terms (e.g., “and”) and that are also preceded by the phrase “one or more of” or “at least one of” indicate configurations or arrangements that potentially include individual elements of the list, or any combination thereof. For example, “at least one of A, B, and C” or “one or more of A, B, and C” indicates the possibilities of only A, only B, only C, or any combination of two or more of A, B, and C (e.g., A and B; B and C; A and C; or A, B, and C).

Conventional loader boom arms for use in various construction and agricultural applications to couple a work implement to a work vehicle for hauling materials (e.g., dirt, sand, aggregate and so on) are typically cast or fabricated of heavy-duty construction using high-strength materials (e.g., steel). The heavy-duty construction affords conventional loader boom arms the ability to undergo extreme lifting and treatment during use. In addition to the material itself, the weight of the heavy-duty loader boom arms must be accommodated by the host machine, and specifically by its hydraulic system, to ensure that the machine performs as expected, that is will raise and lower the loader boom arms at the rate and range of motion desired. Further, as heavy and rugged as they are, encountering sufficient loading, abrasion or other forces can cause damage to conventional loader boom arms. The loader boom arms may yield (i.e., crack) due to impact or stress concentrations, or they may experience wear that may impact the performance of the machine. Damage or

worn loader boom arms may need to be replaced or repaired at significant expense or operational downtime of the machine.

This disclosure provides an alternative to the conventional loader boom arms through the use of a hybrid loader boom arm assembly that is configured to couple to the work vehicle and the bucket. The disclosed hybrid loader boom arm assembly has a light-duty construction, and is composed of generally lightweight materials. For example, the disclosed hybrid loader boom arm assembly (“HLBAA”) may have arm assemblies composed of a first beam, a second beam and a torque transfer tube, each of which is composed of a lightweight material. As used herein “lightweight material” generally denotes a material that has a density that is less than a density of steel, such that an arm assembly of the HLBAA has a density that is less than a density of a conventional steel arm assembly. Exemplary lightweight materials include, but are not limited to, aluminum, polymer-based material, glass-fiber reinforced polymer-based materials, carbon-fiber reinforced polymer-based materials, G10 material, and the like. In certain embodiments, internal fibrous reinforcements may be employed to enable the polymer-based material, glass-fiber reinforced polymer-based materials and carbon-fiber reinforced polymer-based materials to sustain the loading and twisting experienced during the operation of the loader. The internal fibrous reinforcements may be randomly oriented or may be oriented in the direction of loading. The internal fibrous reinforcements include, but are not limited to, glass, basalt, carbon, aramids, olefins, and cellulose-based materials. The HLBAA generally has a weight that is about 10% to about 20% lighter than conventional steel loader boom arms. This reduces fuel consumption, and may enable the use of a light-duty hydraulic system. In this way, the disclosed HLBAA may have both lightweight and low-cost attributes.

In addition, the first beam, the second beam and the torque transfer tube that make up the HBLAA may be coupled together using various joining techniques, including the use of an adhesive and adhesive bonds. The adhesive used with the HBLAA may include, but is not limited to, a polyurethane-based adhesive, epoxy, etc. Generally, the lightweight construction of the HBLAA enables the HBLAA to be packaged in regular packaging, and transported in a disassembled state, which reduces shipping and transportation costs. The HBLAA may be assembled at the customer’s location or other location remote from the manufacturing facility, which increases a volume of HBLAA that may be transported in a transportation vehicle, for example. The HBLAA may be shipped as a kit and bonded at the customer’s location, or assembled in the factory and shipped to the customer. As used herein, the adhesives to form the adhesive bond of the HBLAA cure at room temperature and do not require special equipment to cure or assemble, which enables a customer, remote from the factory, to assemble the HBLAA. Moreover, the adhesive bonds are formed by adhesives that will break apart when exposed to a specific energy source, such as through inductive heating. This enables the customer to disassemble the HBLAA for repair or replacement of a damaged component. Further, in certain instances, the customer may be provided with a structural reinforcing patch, which the customer may adhesively bond or fasten to the damaged area to repair the HBLAA, without requiring disassembly of the HBLAA.

The following describes one or more example implementations of the disclosed HLBAA. The HLBAA may be utilized with various machines or work vehicles, including loaders and other machines for lifting and moving various

materials in the agricultural and construction industries. Referring to FIGS. 1 and 2, in some embodiments, the HLBAA may be used with an agricultural loader 10. It will be understood that the configuration of the loader 10 is presented as an example only. In this regard, the disclosed HLBAA may be implemented as a front loader removably coupled to a work vehicle, such as a tractor. Other work vehicles, such as dedicated wheel loaders used in the construction industry, may benefit from the disclosed HLBAA as well. Further, the HLBAA may be used with a skid-steer or other work vehicles that employ one or more boom arms to couple work implements to the work vehicle.

Generally, the loader 10 includes a source of propulsion, such as an engine 12 that supplies power to a transmission 14. In one example, the engine 12 is an internal combustion engine, such as a diesel engine, that is controlled by an engine control module. The transmission 14 transfers power from the engine 12 to a suitable driveline coupled to one or more driven wheels 16 of the loader 10 to enable the loader 10 to move. The engine 12, the transmission 14 and the rest of the driveline are supported by a vehicle chassis 18, which is supported off the ground by the wheels 16. As is known to one skilled in the art, the transmission 14 can include a suitable gear transmission, which can be operated in a variety of ranges containing one or more gears, including, but not limited to a park range, a neutral range, a reverse range, a drive range, a low range, a high range, etc. The transmission 14 may be controlled by a transmission control module, which is, along with the engine control module, in communication with a master controller 22 (or group of controllers).

The controller 22 may control various aspects of the operation of the loader 10 and may be configured as a computing device with associated processor devices and memory architectures, as a hard-wired computing circuit (or circuits), as a programmable circuit, as a hydraulic, electrical or electro-hydraulic controller, or otherwise. As such, the controller 22 may be configured to execute various computational and control functionality with respect to the loader 10 (or other machinery). In some embodiments, the controller 22 may be configured to receive input signals in various formats (e.g., as hydraulic signals, voltage signals, current signals, and so on), and to output command signals in various formats (e.g., as hydraulic signals, voltage signals, current signals, mechanical movements, and so on). In some embodiments, the controller 22 (or a portion thereof) may be configured as an assembly of hydraulic components (e.g., valves, flow lines, pistons and cylinders, and so on), such that control of various devices (e.g., pumps or motors) may be effected with, and based upon, hydraulic, mechanical, or other signals and movements.

The controller 22 may be in electronic, hydraulic, mechanical, or other communication with various other systems or devices of the loader 10 (or other machinery). For example, the controller 22 may be in electronic or hydraulic communication with various actuators, sensors, and other devices within (or outside of) the loader 10, including various devices associated with a hydraulic system. The controller 22 may communicate with other systems or devices (including other controllers) in various known ways, including via a CAN bus (not shown) of the loader 10, via wireless or hydraulic communication means, or otherwise. An example location for the controller 22 is depicted in FIG. 1. It will be understood, however, that other locations are possible including other locations on the loader 10, or various remote locations. In some embodiments, the controller 22 may be configured to receive input commands and

to interface with an operator via a human-machine interface **26**, which may be disposed inside a cab **28** of the loader **10** for easy access by the operator. The human-machine interface **26** may be configured in a variety of ways and may include one or more joysticks, various switches or levers, one or more buttons, a touchscreen interface that may be overlaid on a display, a keyboard, a speaker, a microphone associated with a speech recognition system, or various other human-machine interface devices.

The loader **10** also has a hydraulic system that includes one or more pumps and accumulators (designated generally by reference number **30**), which may be driven by the engine **12** of the loader **10**. Flow from the pumps **30** may be routed through various control valves and various conduits (e.g., flexible hoses) to drive various hydraulic cylinders, such as hydraulic cylinders **34**, **36**, **38**, shown in FIG. 1. Flow from the pumps (and accumulators) **30** may also power various other components of the loader **10**. The flow from the pumps **30** may be controlled in various ways (e.g., through control of various electro-hydraulic control valves **40**) to cause movement of the hydraulic cylinders **34**, **36**, **38**, and thus, a HLBA **50** relative to the loader **10**. In this way, for example, movement of the HLBA **50** between various positions relative to the chassis **18** of the loader **10** may be implemented by various control signals to the pumps **30**, control valves **40**, and so on.

In the embodiment depicted, a bucket **52** is pivotally mounted to the HLBA **50**. The bucket **52** may comprise a conventional steel bucket, or may comprise a hybrid loader bucket assembly. As will be discussed in greater detail herein, the HLBA **50** includes a first or arm assembly **62** and a second arm assembly **64**, which are interconnected via a hollow torque transfer tube **66** to operate in parallel. The arm assemblies **62**, **64** are each coupled to the chassis **18**, directly or via another frame portion of the loader **10**, at one end, and are coupled at an opposite end to the bucket **52** via a carrier **68**, which is pivoted via first and second (left and right) pivot linkages **70**, **72**. In the illustrated example, the carrier **68** comprises first and second (left and right) couplers **74**, **76**, connected by a cross-rod **78**, that mount to the distal ends of the respective arm assemblies **62**, **64** via coupling pins **80**. Additional pins pivotally couple the pivot linkages **70**, **72** between the arm assemblies **62**, **64** and the respective first and second couplers **74**, **76**. The pivot linkages **70**, **72** enable pivotal movement of the bucket **52** upon actuation of the hydraulic cylinders **36**, **38**.

The hydraulic cylinders may be actuated to raise and lower the HLBA **50** relative to the loader **10**. In the illustrated example, the HLBA **50** includes two hydraulic cylinders, namely the hydraulic cylinder **34** coupled between the chassis **18** and the arm assembly **62** and a corresponding cylinder on the opposite side of the loader (not shown) coupled between the chassis **18** and the second arm assembly **64**. It should be noted that the loader **10** may have any number of hydraulic cylinders, such as one, three, etc. Each of the hydraulic cylinders **34** includes an end coupled to the chassis **18** (e.g., via a coupling pin) and an end mounted to the respective one of the arm assembly **62** and the second arm assembly **64** (e.g., via another pin). Upon activation of the hydraulic cylinders **34**, the HLBA **50** may be moved between various positions to elevate the HLBA **50**, and thus the bucket **52**, relative to the chassis **18** of the loader **10**.

One or more hydraulic cylinders **36** are mounted to the arm assembly **62** and the first pivot linkage **70**, and one or more hydraulic cylinders **38** are mounted to the second arm assembly **64** and the second pivot linkage **72**. In the illus-

trated example, the loader **10** includes a single hydraulic cylinder **36**, **38** associated with a respective one of the arm assembly **62** and the second arm assembly **64**, respectively. Each of the hydraulic cylinders **36**, **38** includes an end mounted to the respective one of the arm assembly **62** and the second arm assembly **64** (via another pin) and an end mounted to the respective one of the first pivot linkage **70** and the second pivot linkage **72** (via another pin). Upon activation of the hydraulic cylinders **36**, **38**, the bucket **52** may be moved between various positions, namely to pivot the carrier **68**, and thereby the bucket **52**, relative to the HLBA **50**.

Thus, in the embodiment depicted, the bucket **52** is pivotable about the carrier **68** of the HLBA **50** by the hydraulic cylinders **36**, **38**. As noted, in some embodiments, a different number or configuration of hydraulic cylinders or other actuators may be used. Thus, it will be understood that the configuration of the hydraulic system and the HLBA **50** is presented as an example only. In this regard, in other contexts, a hoist boom (e.g. the HLBA **50**) may be generally viewed as a boom that is pivotally attached to a vehicle frame, and that is also pivotally attached to an end effector (e.g., the bucket **52**). Similarly, the carrier **68** (e.g., the couplers **74**, **76**) may be generally viewed as a component effecting pivotal attachment of a bucket (e.g. the bucket **52**) to a vehicle frame. In this light, a tilt actuator (e.g., the hydraulic cylinders **36**, **38**) may be generally viewed as an actuator for pivoting a receptacle with respect to a hoist boom, and the hoist actuator (e.g. the hydraulic cylinders **34**) may be generally viewed as an actuator for pivoting a hoist boom with respect to a vehicle frame.

In certain applications, sensors (e.g., pressure, flow or other sensors) may be provided to observe various conditions associated with the loader **10**. For example, the sensors may include one or more pressure sensors that observe a pressure within the hydraulic circuit, such as a pressure associated with at least one of the pumps **30**, the control valves **40** and/or one or more hydraulic cylinders **34**, **36**, **38** to observe a pressure within the hydraulic cylinders and generate sensor signals based thereon. In some cases, various sensors may be disposed on or near the carrier **68** and/or the bucket **52**. For example, sensors (e.g. inertial measurement sensors) may be coupled on or near the bucket **52** to observe or measure parameters including the acceleration of the HLBA **50** and/or the bucket **52** and generate sensor signals, which may indicate if the HLBA **50** and/or the bucket **52** is accelerating or decelerating. In some embodiments, various sensors (e.g., angular position sensors) may be configured to detect the angular orientation of the bucket **52** relative to the HLBA **50**, or to detect the angular orientation of the HLBA **50** relative to the chassis **18**, and various other indicators of the current orientation or position of the bucket **52**. For example, rotary angular position sensors may be used or linear position or displacement sensors may be used to determine the length of the hydraulic cylinders **34**, **36**, **38** relative to the HLBA **50**.

The bucket **52** generally defines a receptacle for carrying various materials, such as dirt, rocks, wet dirt, sand, hay, etc. In one example, the bucket **52** may receive about two cubic yards of material to over about five cubic yards of material. The bucket **52** is movable upon actuation of the hydraulic cylinders **36**, **38** between a level position, a roll-back position and a dump position, along with various positions in between. In the level position, the bucket **52** can receive various materials. In the roll-back position, the bucket **52** is pivoted upward relative to the earth's surface or ground by the actuation of the hydraulic cylinders **36**, **38** such that the

bucket **52** may be loaded with and retain the various materials. In the dump position, the bucket **52** is pivoted downward relative to the earth's surface or ground by the actuation of the hydraulic cylinders **36**, **38** such that the various materials may fall from the bucket **52** to substantially empty the bucket **52**.

Referring to FIG. 1A, in some embodiments, the HLBA **50** may be used with a compact utility tractor **1000** having a front loader **1002** removably coupled to the compact utility tractor **1000**. It will be understood that the implementation of the HLBA **50** with the compact utility tractor **1000** is presented as an example only. Generally, the compact utility tractor **1000** includes a source of propulsion, such as an engine **1012** that supplies power to a transmission **1014**. In one example, the engine **1012** is an internal combustion engine, such as a diesel engine, that is controlled by an engine control module. The transmission **1014** transfers power from the engine **1012** to a suitable driveline coupled to one or more driven wheels **1016** of the compact utility tractor **1000** to enable the compact utility tractor **1000** to move. The engine **1012**, the transmission **1014** and the rest of the driveline are supported by a vehicle chassis **1018**, which is supported off the ground by the wheels **1016**. As is known to one skilled in the art, the transmission **1014** can include a suitable gear transmission, which can be operated in a variety of ranges. The transmission **1014** may be controlled by a transmission control module, which is, along with the engine control module, in communication with a master controller **1022** (or group of controllers).

The controller **1022** may control various aspects of the operation of the compact utility tractor **1000** and may be configured as a computing device with associated processor devices and memory architectures, as a hard-wired computing circuit (or circuits), as a programmable circuit, as a hydraulic, electrical or electro-hydraulic controller, or otherwise. As such, the controller **1022** may be configured to execute various computational and control functionality with respect to the compact utility tractor **1000** (or other machinery). In some embodiments, the controller **1022** may be configured to receive input signals in various formats (e.g., as hydraulic signals, voltage signals, current signals, and so on), and to output command signals in various formats (e.g., as hydraulic signals, voltage signals, current signals, mechanical movements, and so on). In some embodiments, the controller **1022** (or a portion thereof) may be configured as an assembly of hydraulic components (e.g., valves, flow lines, pistons and cylinders, and so on), such that control of various devices (e.g., pumps or motors) may be effected with, and based upon, hydraulic, mechanical, or other signals and movements.

The controller **1022** may be in electronic, hydraulic, mechanical, or other communication with various other systems or devices of the compact utility tractor **1000** (or other machinery), including the front loader **1002**. For example, the controller **1022** may be in electronic or hydraulic communication with various actuators, sensors, and other devices within (or outside of) the compact utility tractor **1000**, including various devices associated with a hydraulic system of the front loader **1002**. The controller **1022** may communicate with other systems or devices (including other controllers) in various known ways, including via a CAN bus (not shown) of the compact utility tractor **1000**, via wireless or hydraulic communication means, or otherwise. An example location for the controller **1022** is depicted in FIG. 1A. It will be understood, however, that other locations are possible including other locations on the compact utility tractor **1000**, or various remote locations. In some embodi-

ments, the controller **1022** may be configured to receive input commands and to interface with an operator via a human-machine interface **1026**, which may be disposed for easy access by the operator. The human-machine interface **1026** is in communication with the controller **1022** over a suitable communication architecture, such as a CAN bus. The human-machine interface **1026** may be configured in a variety of ways and may include one or more joysticks, various switches or levers, a steering wheel, one or more buttons, a touchscreen interface that may be overlaid on a display, a keyboard, a speaker, a microphone associated with a speech recognition system, or various other human-machine interface devices.

The compact utility tractor **1000** also has a hydraulic system that includes one or more pumps and accumulators (designated generally by reference number **1028**), which may be driven by the engine **1012** of the compact utility tractor **1000**. Flow from the pumps **1028** may be routed through various control valves and various conduits (e.g., flexible hoses) to drive various hydraulic cylinders, such as hydraulic cylinders **34**, **36**, **38** associated with the front loader **1002**, shown in FIG. 1A. Flow from the pumps (and accumulators) **1028** may also power various other components of the compact utility tractor **1000**. The flow from the pumps **1028** may be controlled in various ways (e.g., through control of various electro-hydraulic control valves **1040**) to cause movement of the hydraulic cylinders **34**, **36**, **38**, and thus, the front loader **1002** relative to the compact utility tractor **1000** when the front loader **1002** is mounted on the compact utility tractor **1000** through a suitable mounting arrangement. In this way, for example, movement of the front loader **1002** between various positions relative to the chassis **1018** of the compact utility tractor **1000** may be implemented by various control signals to the pumps **1028**, control valves **1040**, and so on.

In the embodiment depicted, the front loader **1002** includes the bucket **52** pivotally mounted to the HLBA **50**. The arm assemblies **62**, **64** are each configured to be coupled to the chassis **18** via a suitable mounting arrangement, at one end, and are coupled at an opposite end to the bucket **52** via the carrier **68**. The mounting arrangement may include a mast **1030** on each side of the front loader **1002** that cooperates with a mounting frame on each side of the compact utility tractor **1000** to removably couple the front loader **1002** to the compact utility tractor **1000**.

As discussed with regard to FIGS. 1 and 2, the hydraulic cylinders **34** may be actuated to raise and lower the HLBA **50** relative to the compact utility tractor **1000**. In the illustrated example, the HLBA **50** includes two hydraulic cylinders, namely the hydraulic cylinder **34** coupled between the mast **1030** of the front loader **1002** and the arm assembly **62** and a corresponding cylinder on the opposite side of the loader (not shown) coupled between the mast **1030** and the second arm assembly **64**. It should be noted that the compact utility tractor **1000** may have any number of hydraulic cylinders, such as one, three, etc. Each of the hydraulic cylinders **34** includes an end coupled to the mast **1030** (e.g., via a coupling pin) and an end mounted to the respective one of the arm assemblies **62**, **64** (e.g., via another pin). Upon activation of the hydraulic cylinders **34**, the HLBA **50** may be moved between various positions to elevate the HLBA **50**, and thus the bucket **52**, relative to the chassis **1018** of the compact utility tractor **1000**.

The one or more hydraulic cylinders **36** are mounted to the arm assembly **62** and the first pivot linkage **70**, and the one or more hydraulic cylinders **38** are mounted to the second arm assembly **64** and the second pivot linkage **72**. In

the illustrated example, the front loader 1002 includes a single hydraulic cylinder 36, 38 associated with a respective one of the arm assemblies 62, 64, respectively. Each of the hydraulic cylinders 36, 38 includes an end mounted to a respective one of the arm assemblies 62, 64 (via a pin) and an end mounted to the respective one of the first pivot linkage 70 and the second pivot linkage 72 (via another pin). Upon activation of the hydraulic cylinders 36, 38, the bucket 52 may be moved between various positions, namely to pivot the carrier 68, and thereby the bucket 52, relative to the HLBA 50. Thus, in the embodiment depicted, the bucket 52 is pivotable about the carrier 68 of the HLBA 50 by the hydraulic cylinders 36, 38. As noted, in some embodiments, a different number or configuration of hydraulic cylinders or other actuators may be used. Accordingly, it will be understood that the configuration of the hydraulic system and the HLBA 50 is presented as an example only.

Referring also to FIG. 3, the example HLBA 50 will now be detailed. The HLBA 50 includes the arm assembly 62, the second arm assembly 64 and the hollow torque transfer tube 66 that interconnects the arm assembly 62 and the second arm assembly 64. Each of the arm assembly 62 and the second arm assembly 64 include a first beam 100, a second beam 102, a vehicle mounting subassembly 104, a respective bucket mount bracket or bucket mount bracket subassembly 106, 108 and a knee mounting subassembly 110. Generally, the arm assembly 62 is a mirror image of the second arm assembly 64.

The first beam 100 and the second beam 102 are each formed from the lightweight material. In one example, with reference to FIG. 4, the first beam 100 and the second beam 102 are each composed of an inner tube 112, a pair of reinforcing layers 114 and a pair of reinforcing plates 116. As the first beam 100 and the second beam 102 have the same composition, the composition of the second beam 102 is illustrated in FIG. 4 with the understanding that the composition of the first beam 100 is the same. The inner tube 112 has a generally rectangular cross-section. In one example, inner tube 112 is formed from a lightweight material, including, but not limited to a polymer-based material. In this example, the inner tube 112 is composed of a polymer-based resin that includes reinforcing fibers and/or reinforcing particles. The reinforcing fibers, include, but are not limited to, glass, basalt, carbon, aramids, olefins, and/or cellulose. The polymer-based resin may be a thermoset or a thermoplastic. In the example of a thermoset polymer-based resin, the polymer-based resin includes, but is not limited to, polyurethane, epoxy, and acrylic. In the example of a thermoplastic polymer-based resin, the polymer-based resin includes, but is not limited to, polyamides, polyolefins, polycarbonates, or polyesters. The inner tube 112 is formed using wet-ply lay-up, pultrusion, hand lay-up, filament winding, extrusion, injection molding, rotomolding, blow molding, etc.

The pair of reinforcing layers 114 are each coupled to the inner tube 112. In one example, the inner tube 112 includes a first surface 112a opposite a second surface 112b, and a respective one of the reinforcing layers 114 is coupled to each of the first surface 112a and the second surface 112b. In this example, the first surface 112a and the second surface 112b are a top and a bottom surface, respectively of the inner tube 112. The pair of reinforcing layers 114 provides additional stiffness to the inner tube 112. The pair of reinforcing layers 114 are each composed of a polymer-based material, including, but not limited to, a carbon fiber reinforced polymer-based material. In one example, the carbon fibers are aligned longitudinally with the inner tube 112 in a tow

form. The carbon fibers may also be a continuous strand mat or 0 degree roving, or web. The carbon fiber reinforced polymer-based material may comprise any suitable carbon fiber reinforced polymer-based material known in the art. The carbon fibers may be woven with another material, such as glass fiber, to impart impact resistance. The pair of reinforcing layers 114 are each formed using wet-ply lay-up, pultrusion, hand lay-up, filament winding, etc. The pair of reinforcing layers 114 are coupled to the inner tube 112 by an adhesive, including, but not limited to polyurethane, epoxy, acrylic, etc. As used herein, "adhesive" or "the adhesive" includes, but is not limited to polyurethane, epoxy, acrylic, etc.

The pair of reinforcing plates 116 is each coupled about the inner tube 112 and the pair of reinforcing layers 114 to define an exterior surface of the respective one of the first beam 100 and the second beam 102. The reinforcing plates 116 are each substantially L-shaped and include a body 118 having an inward projecting flange 120. One of the pair of reinforcing plates 116 is rotated about 180 degrees relative to the other reinforcing plate 116 such that the body 118 and the respective inward projecting flange 120 cooperate to enclose the inner tube 112 and the pair of reinforcing layers 114. Each of the reinforcing plates 116 is composed of a metal or metal alloy, such as a steel, and may be formed by stamping, machining, forging, casting, etc. Each of the reinforcing plates 116 are coupled to the inner tube 112 and the pair of reinforcing layers 114 by the adhesive.

With reference to FIG. 5, the first beam 100 includes a first end 100a and an opposite second end 100b. The first end 100a defines a respective first end of the arm assembly 62 and the second arm assembly 64. The first beam 100 defines a first through bore 122 at the first end 100a, and defines a second through bore 124 at the second end 100b. The first through bore 122 receives a portion of the vehicle mounting subassembly 104 to couple the vehicle mounting subassembly 104 to the first beam 100. The second through bore 124 is coupled to the knee mounting subassembly 110. It should be understood that each of the first through bore 122 and the second through bore 124 are defined in the first beam 100 so as to extend through each of the pair of reinforcing plates 116 and the inner tube 112. In one example, the second end 100b of the first beam 100 is beveled from a first surface 100d to a second, opposite surface 100c. By beveling the second end 100b, the second end 100b of the first beam 100 may be positioned against a cooperating bevel defined on a third end 102a of the second beam 102 so that the second beam 102 extends at an angle relative to the first beam 100.

The second beam 102 includes the third end 102a and an opposite fourth end 102b. The fourth end 102b defines a respective second end of the arm assembly 62 and the second arm assembly 64. In one example, the third end 102a of the second beam 102 is beveled from a first surface 102d to a second, opposite surface 102c. By beveling the third end 102a, the second beam 102 extends at an angle relative to the first beam 100 to assist in coupling the bucket 52 (FIG. 1) to the HLBA 50. The second beam 102 defines a third through bore 126 at the third end 102a, and defines a fourth bore 128 and a fifth bore 129 at the fourth end 102b. The third through bore 126 is coupled to the knee mounting subassembly 110. It should be understood that the third through bore 126 is defined in the second beam 102 so as to extend through each of the pair of reinforcing plates 116 and the inner tube 112. The fourth bore 128 and the fifth bore 129 each receives a portion of the bucket mount bracket subassembly 106, 108 and the torque transfer tube 66 to couple the bucket mount bracket subassembly 106, 108 and the torque

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transfer tube 66 to the second beam 102. In this example, with reference to FIG. 11, the fourth bore 128 has a diameter that is less than a diameter of the fifth bore 129. The fourth bore 128 is defined in the second beam 102 so as to extend through one of the pair of reinforcing plates 116 and the inner tube 112 and so as to be coaxial with the fifth bore 129. The fifth bore 129 is defined in the second beam 102 so as to extend through the other of the pair of reinforcing plates 116, and is sized to receive the torque transfer tube 66 therethrough.

The vehicle mounting subassembly 104 is coupled to the first end 100a of each first beam 100 of the arm assembly 62 and the second arm assembly 64. Stated another way, the vehicle mounting subassembly 104 is coupled to the first end of each of the arm assembly 62 and the second arm assembly 64 and is configured to couple the arm assembly 62 and the second arm assembly 64 to the loader 10. With reference to FIG. 5, the vehicle mounting subassembly 104 is shown in greater detail. As the vehicle mounting subassembly 104 is the same for both the arm assembly 62 and the second arm assembly 64, the vehicle mounting subassembly 104 will be shown in detail herein with regard to the first beam 100 of the arm assembly 62 for ease of description, with the understanding that the vehicle mounting subassembly 104 coupled to the second arm assembly 64 is the same.

A portion of the vehicle mounting subassembly 104 passes through the first end 100a of the first beam 100 for coupling the respective one of the arm assembly 62 and the second arm assembly 64 to the loader 10. With reference to FIG. 7, in one example, the vehicle mounting subassembly 104 includes a pair of lock plates 130, a sleeve 132 and a block 134. Each of the pair of lock plates 130 is composed of a metal or metal alloy, including, but not limited to, steel, and is cast, forged, stamped, etc. Each of the pair of lock plates 130 is annular; however, each of the pair of lock plates 130 may have any desired shape. Each of the pair of lock plates 130 defines a central bore 136. In one example, the central bore 136 includes a plurality of threads 136a. The plurality of threads 136a cooperates with the sleeve 132 to couple the vehicle mounting subassembly 104 to the first beam 100. Each of the pair of lock plates 130 may also define a plurality of coupling bores 138. In one example, each bore 138 of the plurality of coupling bores 138 are spaced apart about a perimeter or circumference of the respective one of the pair of lock plates 130 to receive a tool or instrument to facilitate rotating the respective one of the pair of lock plates 130 into threaded engagement with the sleeve 132. The pair of lock plates 130 are generally coupled to the first beam 100 so as to be on opposed surfaces 100e, 100f of the first beam 100.

The sleeve 132 is received through the first through bore 122 and the block 134. In this example, the sleeve 132 is a hollow cylinder, and includes a first end 132a opposite a second end 132b and a midsection 132c that extends between the first end 132a and the second end 132b. The sleeve 132 is composed of a metal or metal alloy, including, but not limited to, steel, and is cast, forged, stamped, etc. The first end 132a and the second end 132b each include a plurality of threads 140a, 140b. The plurality of threads 140a, 140b matingly engage with the plurality of threads 136a of a respective one of the pair of lock plates 130 to couple the vehicle mounting subassembly 104 to the first beam 100. The sleeve 132 defines a sleeve bore 141 that extends from the first end 132a to the second end 132b. The sleeve bore 141 enables a pin 252 (FIG. 2) to pass through the vehicle mounting subassembly 104 to couple the respec-

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tive one of the arm assembly 62 and the second arm assembly 64 to the loader 10.

The block 134 is sized to be received wholly within the inner tube 112 at the first end 100a of the first beam 100. In one example, the block 134 is substantially square; however, the block 134 may be rectangular. The block 134 is composed of a polymer-based material, including, but not limited to, a glass-reinforced polymer-based material. For example, the block 134 is composed of G10 glass-fiber mat reinforced epoxy material. The block 134 may be formed using wet-ply lay-up, pultrusion, hand lay-up autoclave, compression molding, injection molding, extrusion, etc. The block 134 defines a central cross-bore 142. With reference to FIG. 8, the cross-bore 142 receives a portion of the sleeve 132 therethrough. The block 134 supports the sleeve 132 within the first beam 100. The block 134 may be coupled to the inner tube 112 via the adhesive, which may surround the block 134 to fixedly retain the block 134 within the inner tube 112.

With reference back to FIG. 5, the bucket mount bracket subassembly 106, 108 couples the bucket 52 (FIG. 1) to the HLBA 50. With reference to FIGS. 9 and 10, the bucket mount bracket subassembly 106 is shown in greater detail. As the bucket mount bracket subassembly 106 is a mirror image of the bucket mount bracket subassembly 108, for ease of description, the bucket mount bracket subassembly 106 will be discussed herein with the understanding that the bucket mount bracket subassembly 108 is substantially the same. The bucket mount bracket subassembly 106 includes a first outer plate 150, a second inner plate 152, a flange assembly 154, a retaining flange 156 (FIG. 10) and a second block 158 (FIG. 10).

The first outer plate 150 is planar, and extends along a third surface 102e of the second beam 102. The third surface 102e is opposite a fourth surface 102f. In one example, the first outer plate 150 is composed of a metal or metal alloy, such as steel, and may be formed by stamping, casting, forging, etc. With reference to FIG. 10, the first outer plate 150 has a first plate end 160 and an opposite second plate end 162. The first plate end 160 defines a first plate bore 164, which cooperates with the torque transfer tube 66 to couple the torque transfer tube 66 to the arm assembly 62. The second plate end 162 defines a second plate bore 166, which receives a portion of the flange assembly 154. The first outer plate 150 has a first plate surface 150a opposite a second plate surface 150b. The first plate bore 164 and the second plate bore 166 are defined through the first outer plate 150 so as to extend from the first plate surface 150a to the second plate surface 150b. The first plate surface 150a defines an exterior surface of the first outer plate 150. A portion of the second plate surface 150b is coupled to the respective one of the pair of reinforcing plates 116, via welding, for example, and a remainder of the second plate surface 150b is coupled to the flange assembly 154.

The second inner plate 152 is planar, and extends along the fourth surface 102f of the second beam 102 (FIG. 9). In one example, the second inner plate 152 is composed of a metal or metal alloy, such as steel, and may be formed by stamping, casting, forging, etc. With reference to FIG. 10, the second inner plate 152 has a third plate end 170 and an opposite fourth plate end 172. The third plate end 170 defines a third plate bore 174, which cooperates with the torque transfer tube 66 to couple the torque transfer tube 66 to the arm assembly 62. The fourth plate end 172 defines a fourth plate bore 176, which receives a portion of the flange assembly 154. The second inner plate 152 has a third plate surface 152a opposite a fourth plate surface 152b. The third

plate bore 174 and the fourth plate bore 176 are defined through the second inner plate 152 so as to extend from the third plate surface 152a to the fourth plate surface 152b. A portion of the third plate surface 152a is coupled to the respective one of the pair of reinforcing plates 116, via 5 welding, for example, and a remainder of the third plate surface 152a is coupled to the flange assembly 154. The fourth plate surface 152b defines an exterior surface of the second inner plate 152.

The flange assembly 154 cooperates with the first outer plate 150 and the second inner plate 152 for coupling the bucket 52 (FIG. 1) to the arm assembly 62. In one example, the flange assembly 154 includes a base 180, a pair of retaining flanges 182 and a bushing 184. The base 180 and the pair of retaining flanges 182 are generally integrally 10 formed, and may be stamped, cast, machined, etc. The base 180 and the pair of retaining flanges 182 may be composed of metal or metal alloy, including, but not limited to, steel. The base 180 is substantially flat or planar, and includes a first base surface 180a opposite a second base surface 180b. 20 The first base surface 180a is coupled to the retaining flange 156, via welding, for example. The pair of retaining flanges 182 extend upwardly from opposed sides of the second base surface 180b. Each of the pair of retaining flanges 182 defines a bore 186. Each of the bores 186 are coaxially aligned and configured to receive the bushing 184.

The bushing 184 comprises a hollow cylinder, which has a first bushing end 184a opposite a second bushing end 184b. A bushing midsection 184c extends between the first bushing end 184a and the second bushing end 184b. The bushing 184 is composed of metal or metal alloy, including, but not limited to, steel, and is cast, forged, stamped, extruded, etc. The first bushing end 184a is received through a respective one of the bores 186 and is coupled to the respective one of the pair of retaining flanges 182, via 25 welding, for example. The second bushing end 184b is received through a respective one of the bores 186 and is coupled to the respective one of the pair of retaining flanges 182, via welding, for example. The bushing midsection 184c is positioned between the pair of retaining flanges 182, and is configured to receive a portion of a hook 52a (FIG. 2) of the bucket 52 to couple the bucket 52 to the arm assembly 62.

The retaining flange 156 is substantially U-shaped, and is composed of metal or metal alloy, including, but not limited to, steel, and is cast, forged, stamped, extruded, etc. In this example, the retaining flange 156 includes a first leg 190, an opposite second leg 192 and a retaining base 194. The first leg 190 and the second leg 192 extend outwardly from the retaining base 194. The retaining base 194 includes a first surface 194a opposite a second surface 194b. The second surface 194b is coupled to the first base surface 180a of the base 180 of the flange assembly 154. In one example, the second surface 194b is coupled to the first base surface 180a via welding. The first leg 190, the second leg 192 and the first surface 194a of the retaining base 194 are each coupled to the second block 158.

The second block 158 is received wholly within the inner tube 112 at the fourth end 102b of the second beam 102. In one example, the second block 158 is substantially square; however, the second block 158 may be rectangular. The second block 158 is composed of a polymer-based material, including, but not limited to, a glass-reinforced polymer-based material. For example, the second block 158 is composed of G10 glass-fiber mat reinforced epoxy material. 65 The second block 158 may be formed using wet-ply lay-up, pultrusion, hand lay-up autoclave, compression molding,

injection molding, extrusion, etc. The second block 158 defines a central second cross-bore 196, and a pair of opposed slots 198. As will be discussed, the second cross-bore 196 receives a portion of the torque transfer tube 66 therethrough. The second block 158 supports the torque transfer tube 66 within the second beam 102. With reference to FIG. 11, the second block 158 is shown received within the inner tube 112 such that the fourth bore 128 and the fifth bore 129 of the second beam 102 are coaxially aligned with the second cross-bore 196. The pair of opposed slots 198 receive a respective one of the first leg 190 and the second leg 192. Each of the pair of opposed slots 198 include a layer of the adhesive, such that the respective one of the first leg 190 and the second leg 192 are coupled to the second block 158 via the adhesive layer defined in the respective one of the slots 198. With reference back to FIG. 10, the first surface 194a of the retaining base 194 is also coupled to a side 158a of the second block 158, via the adhesive, for example. In addition, the second block 158 may be coupled to the inner tube 112 via the adhesive, which may surround the second block 158 to fixedly retain the second block 158 within the inner tube 112.

As shown in FIG. 12, the bucket mount bracket subassembly 106 is coupled to the second beam 102 such that the second block 158 is received wholly within the inner tube 112 of the second beam 102, and the flange assembly 154 is disposed external to the second beam 102. The first leg 190 and the second leg 192 are coupled to the slots 198, and the retaining base 194 is coupled to the base 180 of the flange assembly 154.

With reference to FIG. 13, the knee mounting subassembly 110 interconnects the first beam 100 with the second beam 102. The knee mounting subassembly 110 includes a pair of knee plates 200, an angled block 202 (FIG. 14) and a pair of coupling pins 204. The pair of knee plates 200 comprises connecting plates for interconnecting the first beam 100 with the second beam 102. Each of the knee plates 200 is composed of metal or metal alloy, including, but not limited to, steel, and is cast, forged, stamped, extruded, etc. The knee plates 200 are each coupled to a respective two of the reinforcing plates 116, via welding, for example. With reference to FIG. 14, each of the pair of knee plates 200 includes a first plate end 206 opposite a second plate end 208, and a first plate side 210 opposite a second plate side 212. The first plate end 206 defines a first plate bore 214 for coupling the respective knee plate 200 to the first beam 100. A second plate bore 216 is defined through each of the knee plates 200 between the first plate bore 214 and the second plate end 208. Each of the knee plates 200 also defines a first pin bore 218 along the first plate side 210 and a second pin bore 220 along the second plate side 210. The first pin bore 218 receives one of the coupling pins 204, and the second pin bore 220 receives the other of the coupling pins 204.

With reference to FIG. 15, the angled block 202 is received wholly within a portion of the first beam 100 and the second beam 102 when the arm assembly 62 is assembled. The angled block 202 is composed of a polymer-based material, including, but not limited to, a glass-reinforced polymer-based material. For example, the angled block 202 is composed of G10 glass-fiber mat reinforced epoxy material. The angled block 202 may be formed using wet-ply lay-up, pultrusion, hand lay-up autoclave, compression molding, injection molding, extrusion, etc. With reference back to FIG. 14, the angled block 202 has a first block end 222 and a second block end 224. The second block end 224 is angled relative to the first block end 222. Stated another way, the first block end 222 extends along an axis A,

and the second block end **224** extends along a second axis **A2**, and the second axis **A2** is oblique to the axis **A**. A first block bore **226** is defined through the angled block **202** at the first block end **222**, and a second block bore **228** is defined through the angled block **202** at the second block end **224**. When the angled block **202** is positioned within the first beam **100** and the second beam **102**, the first block bore **226** is coaxially aligned with the second through bore **124** of the first beam **100** and the second block bore **228** is coaxially aligned with the third through bore **126** of the second beam **102**. When the knee plates **200** are coupled to the respective reinforcing plates **116**, the first plate bore **214** is coaxially aligned with the second through bore **124** of the first beam **100** and the first block bore **226** to enable a mechanical fastener **227**, such as a bolt, to be received through the first plate bore **214** of each of the knee plates **200**, the first block bore **226** and the second through bore **124**, and secured with a flange nut **229**, for example, to couple the first beam **100** to the pair of knee plates **200**. The second plate bore **216** is coaxially aligned with the third through bore **126** of the second beam **102** and the second block bore **228** to enable another mechanical fastener **227**, such as a bolt, to be received through the second plate bore **216** of each of the knee plates **200**, the second block bore **228** and the third through bore **126** and secured with another flange nut **229**, for example, to couple the second beam **102** to the pair of knee plates **200**. In addition, the angled block **202** may be coupled to the inner tube **112** of each of the first beam **100** and the second beam **102** via the adhesive, which may surround the angled block **202** to fixedly retain the angled block **202** within the inner tube **112** of each of the first beam **100** and the second beam **102**.

The pair of coupling pins **204** couple the hydraulic cylinders **34**, **36**, **38** to the respective one of the arm assembly **62** and the second arm assembly **64**. Each of the coupling pins **204** includes a pair of collars **230**. The pair of collars **230** secures and retains the coupling pins **204** to the pair of knee plates **200**. Generally, one of the coupling pins **204** is received through each of the first pin bores **218** and the other one of the coupling pins **204** is received through each of the second pin bores **220**. A first one of the collars **230** is coupled to one end of one of the coupling pins **204**, and a second one of the pair of collars **230** is coupled to the other opposed end of the respective one of the coupling pins **204**. One of the pair of collars **230** is coupled to one end of the other one of the coupling pins **204**, and the second one of the pair of collars **230** is coupled to the opposed end of the other coupling pins **204**. Thus, each of the collars **230** includes a central collar bore **230a** that receives the respective end of the coupling pin **204** therein (FIG. 13). In one example, each end of the coupling pins **204** includes a through bore **204a** that cooperates with corresponding cross-bores **230b** defined in each of the collars **230**. A pin is received within the through bores **204a** and the cross-bores **230b** to couple the coupling pins **204** to the knee plates **200**. Each of the coupling pins **204** may also include a bore **204b**, which receives a pin, to couple the respective hydraulic cylinders **34**, **36**, **38** to the respective one of the arm assembly **62** and the second arm assembly **64**.

With reference back to FIG. 3, the torque transfer tube **66** interconnects the arm assembly **62** and the second arm assembly **64**. The torque transfer tube **66** is coupled to each of the arm assembly **62** and the second arm assembly **64** at the fourth end **102b** of the respective second beam **102**. With reference to FIG. 16, the torque transfer tube **66** has a first tube end **240** and an opposite second tube end **242**. The first tube end **240** is coupled to the arm assembly **62**, and the

second tube end **242** is coupled to the second arm assembly **64**. The torque transfer tube **66** is a hollow cylindrical tube, and is composed of a polymer-based material. In one example, the torque transfer tube **66** is composed of a polymer-based resin that includes reinforcing fibers and/or reinforcing particles. The reinforcing fibers, include, but are not limited to, glass, basalt, carbon, aramids, olefins, and/or cellulose. The polymer-based resin may be a thermoset or a thermoplastic. In the example of a thermoset polymer-based resin, the polymer-based resin includes, but is not limited to, polyurethane, epoxy, and acrylic. In the example of a thermoplastic polymer-based resin, the polymer-based resin includes, but is not limited to, polyamides, polyolefins, polycarbonates, or polyesters. The torque transfer tube **66** is formed using wet-ply lay-up, pultrusion, hand lay-up, filament winding, extrusion, injection molding, rotomolding, blow molding, etc.

With reference to FIG. 17, the first tube end **240** is shown in greater detail. As the first tube end **240** is a mirror image of the second tube end **242**, the first tube end **240** will be described in detail herein with the understanding that the second tube end **242** is substantially the same. The first tube end **240** includes a third block **244**. The third block **244** is received wholly within the torque transfer tube **66** at the first tube end **240**. In one example, with reference to FIG. 18, the third block **244** is substantially cylindrical; however, the third block **244** may have any desired shape. The third block **244** is composed of a polymer-based material, including, but not limited to, a glass-reinforced polymer-based material. For example, the third block **244** is composed of G10 glass-fiber mat reinforced epoxy material. The third block **244** may be formed using wet-ply lay-up, pultrusion, hand lay-up autoclave, compression molding, injection molding, extrusion, etc. The third block **244** includes a mechanical fastener **246**, such as a bolt, which is integrally formed with or monolithic with the third block **244**. The mechanical fastener **246** is generally formed with the third block **244** such that the mechanical fastener **246** extends along a central axis **A3** of the third block **244** or is centered relative to the third block **244**. The mechanical fastener **246** is formed with the third block **244** such that a shank **246a** of the mechanical fastener **246** extends a distance beyond the third block **244** for receiving a flange nut **248**, for example, to couple the first tube end **240** to the arm assembly **62**.

It should be noted that while the third block **244** is described herein as being composed of G10 material, the third block **244** may alternatively be composed of a bulk molding compound, including, but not limited to, glass-fiber reinforced thermoset or thermoplastic polymer-based material. In the example of the third block **244** composed of bulk molding compound, the mechanical fastener **246** may be molded into the bulk molding compound, via compression or injection molding, for example, to form the third block **244**.

Generally, with reference to FIG. 16, when the torque transfer tube **66** is coupled to the arm assembly **62**, the first tube end **240** is received through the second cross-bore **196** of the second block **158** and the shank **246a** of the mechanical fastener **246** extends through the fourth bore **128** of the second beam **102** and the first plate bore **164** of the first outer plate **150**. The flange nut **248** is coupled to the shank **246a** and tightened to the first outer plate **150** for coupling the torque transfer tube **66** to the arm assembly **62**. In addition, the adhesive may be applied to a surface **244a** of the third block **244** (FIG. 18) to aid in coupling the third block **244** to the inner tube **112** of the second beam **102**. Further, the adhesive may be applied about a second surface **244b** (FIG.

18) or the perimeter of the third block 244 to aid in coupling the third block 244 to the first tube end 240 of the torque transfer tube 66. In one example, the adhesive is also applied about the second cross-bore 196 to further couple the first tube end 240 to the second block 158.

With reference back to FIG. 5, the first beams 100, the second beams 102, the vehicle mounting assemblies 104, the bucket mount bracket subassemblies 106, 108, the knee mounting subassemblies 110, the torque transfer tube 66, the adhesive, the mechanical fasteners 227 and the flange nuts 229 comprise a kit 250 for the HLBA 50. In one example, in order to assemble the arm assembly 62 and the second arm assembly 64, the reinforcing layers 114 are coupled to the inner tubes 112, via the adhesive, for example. With the angled blocks 202 formed, with reference to FIG. 15, the angled blocks 202 are inserted into a second end 112c of a respective one of the inner tubes 112 associated with the first beam 100 and a first end 112d of a respective one of the inner tubes 112 associated with the second beam 102 to couple two of the inner tubes 112 together. This is repeated to form two subassemblies, one for each of the arm assembly 62 and the second arm assembly 64. The adhesive may be applied to the angled blocks 202 and used to couple the angled blocks 202 to the inner tubes 112.

With reference to FIG. 10, with the retaining flanges 182 formed with the base 180, the bushing 184 is inserted through the bores 186 and coupled to the retaining flanges 182, via welding, for example. With the retaining flange 156 formed, the retaining flange 156 is coupled to the base 180, via welding, for example. With the second block 158 formed, the retaining flange 156 is coupled to the second block 158. Generally, with a layer of the adhesive applied to the slots 198 and the surface 158a of the second block 158, the first leg 190 and the second leg 192 are coupled to the slots 198 such that the first surface 194a contacts the surface 158a of the second block 158. The second block 158 is inserted into a second end 112e of the inner tube 112 associated with one of the second beams 102. In one example, the adhesive is applied about the second block 158 to further couple the second block 158 to the inner tube 112. This process is repeated to couple another one of the second blocks 158 to the inner tube 112 associated with the other of the second beams 102.

With reference to FIG. 7, with the blocks 134 formed, one of the blocks 134 is inserted into a first end 112d of the inner tube 112 associated with one of the first beams 100, and the other of the blocks 134 is inserted into the first end 112d of the inner tube 112 associated with the other of the first beams 100. The blocks 134 may be coupled to the inner tubes 112 via the adhesive, which may surround the blocks 134 to fixedly retain the blocks 134 within the inner tubes 112. One of the sleeves 132 is inserted through the first through bore 122 and the cross-bore 142 of the block 134 coupled to the inner tube 112 associated with the first beam 100 of the arm assembly 62, and the other of the sleeves 132 is inserted through the first through bore 122 and the cross-bore 142 of the block 134 coupled to the inner tube 112 associated with the first beam 100 of the second arm assembly 64.

With reference to FIGS. 4 and 5, with the reinforcing plates 116 formed, the reinforcing plates 116 are coupled about each of the first beam 100 and the second beam 102, via the adhesive, for example. The knee plates 200 are coupled to the reinforcing plates 116, via welding, for example. The first outer plate 150 and the second inner plate 152 are coupled to the reinforcing plates 116 associated with the second beams 102, via welding, for example. One of the pair of lock plates 130 is coupled to the first end 132a of the

sleeve 132 of the arm assembly 62, and the other one of the lock plates 130 is coupled to the second end 132b to couple the sleeve 132 to the first beam 100 of the arm assembly 62. One of the pair of lock plates 130 is coupled to the first end 132a of the sleeve 132 of the second arm assembly 64, and the other one of the lock plates 130 is coupled to the second end 132b to couple the sleeve 132 to the first beam 100 of the second arm assembly 64.

With reference to FIG. 14, the mechanical fasteners 227 are inserted through the first plate bores 214 of each pair of knee plates 200 and the first block bore 226 of the angled block 202. The mechanical fasteners 227 are secured with the flange nut 229. The mechanical fasteners 227 are inserted through the second plate bores 216 of each pair of knee plates 200 and the second block bore 228 of the angled block 202. The mechanical fasteners 227 are secured with the flange nut 229 to reinforce the connection of the knee plates 200 to the respective first beam 100 and the second beam 102. The coupling pins 204 are inserted through the first pin bore 218 and the second pin bore 220, respectively, and the collars 230 are coupled about the opposed ends of the coupling pins 204. Pins are inserted through the bores 204a of the coupling pins 204 and the cross-bores 232b of the collars 230 to couple the coupling pins 204 to the respective pair of knee plates 200.

With reference to FIGS. 18 and 19, with the torque transfer tube 66 formed, the adhesive is applied to the surface 244a and the second surface 244b of the third block 244 and the third block 244 is inserted into the first tube end 240. This process is repeated to couple another one of the third blocks 244 to the second tube end 242. With the third block 244 coupled to the first tube end 240, the first tube end 240 is positioned within the second cross-bore 196 of the second block 158 such that the shank 246a extends through the fourth bore 128 of the second beam 102 and the first plate bore 164 of the first outer plate 150. In one example, the adhesive is applied about the second cross-bore 196 to further couple the first tube end 140 to the second block 158. The flange nut 248 is coupled to the shank 246a to couple the first tube end 240 to the arm assembly 62. With reference to FIG. 16, the second tube end 242 is positioned within the second cross-bore 196 of the second block 158 such that the shank 246a extends through the fourth bore 128 of the second beam 102 and the first plate bore 164 of the first outer plate 150. In one example, the adhesive is applied about the second cross-bore 196 to further couple the second tube end 242 to the second block 158. The flange nut 248 is coupled to the shank 246a to couple the second tube end 242 to the arm assembly 62.

With the HLBA 50 assembled, with reference to FIG. 2, the first end 100a of the first beams 100 of the HLBA 50 may be coupled to the loader 10 (FIG. 1) or the compact utility tractor 1000 (FIG. 1A) via a pin 252 engaging the sleeves 132 of the respective vehicle mounting assemblies 104. The fourth end 102b of the second beams 102 of the HLBA 50 may be coupled to the respective couplers 74, 76 for coupling the bucket 52 (FIG. 1 or FIG. 1A) to the HLBA 50 by engaging the coupling pins 80 with each of the bushings 184 of each of the bucket mount bracket subassemblies 106, 108 and the couplers 74, 76. The hydraulic cylinders 34, 36, 38 may also be coupled to the coupling pins 204 of the arm assembly 62 and the second arm assembly 64.

It should be noted that the HLBA 50 described with regard to FIGS. 1-19 may be configured differently to couple a work implement, such as the bucket 52, to a work vehicle, such as the loader 10. In one example, with reference to

FIGS. 20-35, a HLBA 300 is shown. As the HLBA 300 includes components that are substantially similar to or the same as the HLBA 50 discussed with regard to FIGS. 1-19, the same reference numerals will be used to denote the same or similar features. The HLBA 300 may couple the bucket 52 to the loader 10, or may couple the bucket 52 to the compact utility tractor 1000. It should be noted that the HLBA 300 may also be used with a variety of other work vehicles. In this example, the HLBA 300 includes an arm assembly 302, a second arm assembly 304 and the hollow torque transfer tube 66 that interconnects the arm assembly 302 and the second arm assembly 304. Each of the arm assembly 302 and the second arm assembly 304 include a first beam 310, a second beam 312, a vehicle mounting subassembly 314, a respective bucket mount bracket or bucket mount bracket subassembly 316, 318 and a knee mounting subassembly 320. Generally, the arm assembly 302 is a mirror image of the second arm assembly 304.

The first beam 310 and the second beam 312 are each formed from the lightweight material. In one example, with reference to FIG. 21, the first beam 310 and the second beam 312 are each composed of the inner tube 112 and an outer tube 322. As the first beam 310 and the second beam 312 have the same composition, the composition of the first beam 310 is illustrated in FIG. 20 with the understanding that the composition of the second beam 312 is the same. The outer tube 322 has a generally rectangular cross-section, and is sized to receive the inner tube 112 such that the inner tube 112 is disposed wholly within the outer tube 322 (FIG. 22). In one example, outer tube 322 is formed from a lightweight material, including, but not limited to a polymer-based material. In this example, the outer tube 322 is composed of a polymer-based resin that includes reinforcing fibers and/or reinforcing particles. The reinforcing fibers, include, but are not limited to, glass, basalt, carbon, aramids, olefins, and/or cellulose. The polymer-based resin may be a thermoset or a thermoplastic. In the example of a thermoset polymer-based resin, the polymer-based resin includes, but is not limited to, polyurethane, epoxy, and acrylic. In the example of a thermoplastic polymer-based resin, the polymer-based resin includes, but is not limited to, polyamides, polyolefins, polycarbonates, or polyesters. The outer tube 322 is formed using wet-ply lay-up, pultrusion, hand lay-up, filament winding, extrusion, injection molding, rotomolding, blow molding, etc. In one example, the adhesive is applied between an inner surface 322a of the outer tube 322 and an outer surface 112g of the inner tube 112 to couple the outer tube 322 to the inner tube 112. For example, the adhesive is applied as a coating, for example, on the outer surface 112g of the inner tube 112.

With reference to FIG. 23, the first beam 310 includes a first end 310a and an opposite second end 310b. The first end 310a defines a respective first end of the arm assembly 302 and the second arm assembly 304. The first beam 310 defines the first through bore 122 at the first end 310a, and defines the second through bore 124 at the second end 310b. The first through bore 122 receives a portion of the vehicle mounting subassembly 314 to couple the vehicle mounting subassembly 314 to the first beam 310. The second through bore 124 is coupled to the knee mounting subassembly 320. It should be understood that each of the first through bore 122 and the second through bore 124 are defined in the first beam 310 so as to extend through the inner tube 112 and the outer tube 322. In one example, the second end 310b of the first beam 310 is beveled from a first surface 310d to a second, opposite surface 310c. By beveling the second end 310b, the second end 310b of the first beam 310 may be

positioned against a cooperating bevel defined on a third end 312a of the second beam 312 so that the second beam 312 extends at an angle relative to the first beam 310.

The second beam 312 includes the third end 312a and an opposite fourth end 312b. The fourth end 312b defines a respective second end of the arm assembly 302 and the second arm assembly 304. In one example, the third end 312a of the second beam 312 is beveled from a first surface 312d to a second, opposite surface 312c. By beveling the third end 312a, the second beam 312 extends at an angle relative to the first beam 310 to assist in coupling the bucket 52 (FIG. 1) to the HLBA 300. The second beam 312 defines the third through bore 126 at the third end 312a, and defines the fourth bore 128 and the fifth bore 129 at the fourth end 312b. The third through bore 126 is coupled to the knee mounting subassembly 320. It should be understood that the third through bore 126 is defined in the second beam 312 so as to extend through each of the outer tube 322 and the inner tube 112. The fourth bore 128 and the fifth bore 129 each receives a portion of the bucket mount bracket subassembly 316, 318 and the torque transfer tube 66 to couple the bucket mount bracket subassembly 316, 318 and the torque transfer tube 66 to the second beam 312. In this example, the fourth bore 128 is defined in the second beam 102 so as to extend through one side of the outer tube 322 and the inner tube 112 and so as to be coaxial with the fifth bore 129. The fifth bore 129 is defined in the second beam 312 so as to extend through the other side of the outer tube 322 and the inner tube 112, and is sized to receive the torque transfer tube 66 therethrough.

The vehicle mounting subassembly 314 is coupled to the first end 310a of each first beam 310 of the arm assembly 302 and the second arm assembly 304. Stated another way, the vehicle mounting subassembly 314 is coupled to the first end of each of the arm assembly 302 and the second arm assembly 304 and is configured to couple the arm assembly 302 and the second arm assembly 304 to the loader 10. With reference to FIG. 24, the vehicle mounting subassembly 314 is shown in greater detail. As the vehicle mounting subassembly 314 is the same for both the arm assembly 302 and the second arm assembly 304, the vehicle mounting subassembly 314 will be shown in detail herein with regard to the first beam 310 of the arm assembly 302 for ease of description, with the understanding that the vehicle mounting subassembly 314 coupled to the second arm assembly 304 is the same.

A portion of the vehicle mounting subassembly 314 passes through the first end 310a of the first beam 310 for coupling the respective one of the arm assembly 302 and the second arm assembly 304 to the loader 10 (FIG. 1). With reference to FIG. 25, in one example, the vehicle mounting subassembly 314 includes the pair of lock plates 130, the sleeve 132, the block 134 and a pair of reinforcing plates 330.

The pair of lock plates 130 is generally coupled to the first beam 310 so as to contact a respective one of the pair of reinforcing plates 330. The sleeve 132 is received through the first through bore 122 and the block 134, and the plurality of threads 140a, 140b matingly engage with the plurality of threads 136a of a respective one of the pair of lock plates 130 to couple the vehicle mounting subassembly 314 to the first beam 310. The sleeve 132 enables the pin 252 (FIG. 2) to pass through the vehicle mounting subassembly 314 to couple the respective one of the arm assembly 302 and the second arm assembly 304 to the loader 10 (FIG. 1). The block 134 is sized to be received wholly within the inner tube 112 at the first end 310a of the first beam 310. The block

134 supports the sleeve 132 within the first beam 310. The block 134 may be coupled to the inner tube 112 via the adhesive, which may surround the block 134 to fixedly retain the block 134 within the inner tube 112.

The pair of reinforcing plates 330 is each coupled about the outer tube 322 at the first end 310a of the first beam 310 to define an exterior surface of the first beam 310 at the first end 310a. The reinforcing plates 330 are each substantially L-shaped and include a body 332 having an inwardly projecting flange 334. One of the pair of reinforcing plates 330 is rotated about 180 degrees relative to the other reinforcing plate 330 such that the body 332 and the respective inwardly projecting flange 334 cooperate to enclose the outer tube 322. Each of the reinforcing plates 330 is composed of a metal or metal alloy, such as a steel, and may be formed by stamping, machining, forging, casting, etc. Each of the reinforcing plates 330 are coupled to the outer tube 322 by the adhesive. The body 332 of each of the reinforcing plates 330 defines a central plate bore 336. With regard to FIG. 26, each of the central plate bores 336 receives a portion of the sleeve 132 therethrough to enable the ends 132a, 132b of the sleeve 132 to matingly engage with the respective one of the lock plates 130.

With reference back to FIG. 23, the bucket mount bracket subassembly 316, 318 couples the bucket 52 (FIG. 1) to the HLBA 300. With reference to FIGS. 27 and 28, the bucket mount bracket subassembly 316 is shown in greater detail. As the bucket mount bracket subassembly 316 is a mirror image of the bucket mount bracket subassembly 318, for ease of description, the bucket mount bracket subassembly 316 will be discussed herein with the understanding that the bucket mount bracket subassembly 318 is substantially the same. The bucket mount bracket subassembly 316 includes the first outer plate 150, the second inner plate 152, the flange assembly 154, the retaining flange 156 (FIG. 28), the second block 158 (FIG. 28), a first reinforcing plate 340 and a second reinforcing plate 342.

The first outer plate 150 is planar, and extends along a portion of the second reinforcing plate 342 (FIG. 27). The first plate surface 150a defines an exterior surface of the first outer plate 150. A portion of the second plate surface 150b is coupled to the second reinforcing plate 342, via welding, for example, and a remainder of the second plate surface 150b is coupled to the flange assembly 154. The second inner plate 152 is planar, and extends along a portion of the first reinforcing plate 340 (FIG. 27). A portion of the third plate surface 152a is coupled to the first reinforcing plates 340, via welding, for example, and a remainder of the third plate surface 152a is coupled to the flange assembly 154. The fourth plate surface 152b defines an exterior surface of the second inner plate 152. The flange assembly 154 cooperates with the first outer plate 150 and the second inner plate 152 for coupling the bucket 52 (FIG. 1) to the arm assembly 302. The second block 158 is received wholly within the inner tube 112 at the fourth end 312b of the second beam 312. With reference to FIG. 29, the second block 158 is shown received within the inner tube 112 such that the fourth bore 128 and the fifth bore 129 of the second beam 312 are coaxially aligned with the second cross-bore 196. In addition, the second block 158 may be coupled to the inner tube 112 via the adhesive, which may surround the second block 158 to fixedly retain the second block 158 within the inner tube 112.

As shown in FIG. 12, the bucket mount bracket subassembly 106 is coupled to the second beam 102 such that the second block 158 is received wholly within the inner tube 112 of the second beam 102, and the flange assembly 154 is

disposed external to the second beam 102. The first leg 190 and the second leg 192 are coupled to the slots 198, and the retaining base 194 is coupled to the base 180 of the flange assembly 154.

The first reinforcing plate 340 and the second reinforcing plate 342 are coupled about the outer tube 322 at the fourth end 312b of the second beam 312 to define an exterior surface of the second beam 312 at the fourth end 312b. The first reinforcing plate 340 and the second reinforcing plate 342 are each substantially L-shaped. Each of the first reinforcing plate 340 and the second reinforcing plate 342 are composed of a metal or metal alloy, such as a steel, and may be formed by stamping, machining, forging, casting, etc. Each of the first reinforcing plate 340 and the second reinforcing plate 342 are coupled to the outer tube 322 by the adhesive. The first reinforcing plate 340 includes a body 344 having an inwardly projecting flange 346. The body 344 defines a central bore 348. With reference to FIG. 30, the central bore 348 is coaxial with the first plate bore 164 of the first outer plate 150 and the fourth bore 128 of the second beam 312 when assembled. With reference back to FIG. 28, the second reinforcing plate 342 includes a body 350 having an inwardly projecting flange 352. The body 350 defines a second central bore 354. With reference to FIG. 30, the second central bore 354 is coaxial with the third plate bore 174 of the second inner plate 152 and the fifth bore 129 of the second beam 312 when assembled. As shown in FIG. 27, the first reinforcing plate 340 and the second reinforcing plate 342 cooperate to enclose the outer tube 322 at the fourth end 312b.

With reference to FIG. 31, the knee mounting subassembly 320 interconnects the first beam 310 with the second beam 312. The knee mounting subassembly 320 includes the pair of knee plates 200, the angled block 202 (FIG. 32), the pair of coupling pins 204, a first pair of reinforcing plates 360 and a second pair of reinforcing plates 362. The knee plates 200 are each coupled to each of the first pair of reinforcing plates 360 and the second pair of reinforcing plates 362, via welding, for example. With reference to FIG. 32, the angled block 202 is received wholly within a portion of the inner tube 112 of the first beam 310 and a portion of the inner tube 112 of the second beam 312 when the arm assembly 302 is assembled. When the angled block 202 is positioned within the first beam 310 and the second beam 312, the first block bore 226 is coaxially aligned with the second through bore 124 of the first beam 310 and the second block bore 228 is coaxially aligned with the third through bore 126 of the second beam 312. The pair of coupling pins 204 couple the hydraulic cylinders 34, 36, 38 to the respective one of the arm assembly 302 and the second arm assembly 304.

The first pair of reinforcing plates 360 is coupled about the outer tube 322 at the second end 310b of the first beam 310 to define an exterior surface of the first beam 310 at the second end 310b. The first pair of reinforcing plates 360 is substantially L-shaped and includes a body 364 having an inwardly projecting flange 368. One of the first pair of reinforcing plates 360 is rotated about 180 degrees relative to the other reinforcing plate 360 such that the body 364 and the respective inwardly projecting flange 368 of each of the first pair of reinforcing plates 360 cooperate to enclose the outer tube 322. Each of the first pair of reinforcing plates 360 is composed of a metal or metal alloy, such as a steel, and may be formed by stamping, machining, forging, casting, etc. Each of the first pair of reinforcing plates 360 are

coupled to the outer tube **322** by the adhesive. The body **364** of each of the first pair of reinforcing plates **360** defines a central plate bore **370**.

The second pair of reinforcing plates **362** is coupled about the outer tube **322** at the third end **312a** of the second beam **312** to define an exterior surface of the second beam **312** at the third end **312a**. The second pair of reinforcing plates **362** is substantially L-shaped and includes a body **372** having an inwardly projecting flange **374**. One of the second pair of reinforcing plates **362** is rotated about 180 degrees relative to the other reinforcing plate **362** such that the body **372** and the respective inwardly projecting flange **374** of each of the second pair of reinforcing plates **362** cooperate to enclose the outer tube **322**. Each of the second pair of reinforcing plates **362** is composed of a metal or metal alloy, such as a steel, and may be formed by stamping, machining, forging, casting, etc. Each of the second pair of reinforcing plates **362** are coupled to the outer tube **322** by the adhesive. The body **372** of each of the second pair of reinforcing plates **362** defines a central plate bore **376**.

When the knee plates **200** are coupled to the first pair of reinforcing plates **360**, the central plate bore **370** is coaxially aligned with the second through bore **124** of the first beam **310** and the first block bore **226** to enable the mechanical fastener **227** to be received through the first plate bore **214** of each of the knee plates **200**, the first block bore **226**, the second through bore **124** and the central plate bore **370**, and secured with the flange nut **229** to couple the first beam **310** to the pair of knee plates **200**. The central plate bore **376** is coaxially aligned with the third through bore **126** of the second beam **312** and the second block bore **228** to enable another mechanical fastener **227** to be received through the second plate bore **216** of each of the knee plates **200**, the second block bore **228**, the third through bore **126** and the central plate bore **376** and secured with another flange nut **229** to couple the second beam **312** to the pair of knee plates **200**.

With reference back to FIG. 20, the torque transfer tube **66** interconnects the arm assembly **302** and the second arm assembly **304**. The torque transfer tube **66** is coupled to each of the arm assembly **302** and the second arm assembly **304** at the fourth end **312b** of the respective second beam **312**. With reference to FIG. 33, the first tube end **240** is coupled to the arm assembly **302**, and the second tube end **242** is coupled to the second arm assembly **304**. With reference to FIG. 34, the first tube end **240** is shown coupled to the second beam **312** in greater detail. The third block **244** is received wholly within the torque transfer tube **66** at the first tube end **240**. Generally, when the torque transfer tube **66** is coupled to the arm assembly **302**, the first tube end **240** is received through the second cross-bore **196** of the second block **158** and the shank **246a** of the mechanical fastener **246** extends through the fourth bore **128** of the second beam **312**, the second central bore **354** of the second reinforcing plate **342** and the first plate bore **164** of the first outer plate **150**. The flange nut **248** is coupled to the shank **246a** and tightened to the first outer plate **150** for coupling the torque transfer tube **66** to the arm assembly **302**. In addition, the adhesive may be applied to the surface **244a** of the third block **244** to aid in coupling the third block **244** to the inner tube **112** of the second beam **312**. Further, the adhesive may be applied about the second surface **244b** or the perimeter of the third block **244** to aid in coupling the third block **244** to the first tube end **240** of the torque transfer tube **66**. In one example, the adhesive is applied about the second cross-bore **196** to further couple the first tube end **240** to the second block **158**.

With reference back to FIG. 23, the first beams **310**, the second beams **312**, the vehicle mounting assemblies **314**, the bucket mount bracket subassemblies **316**, **318**, the knee mounting subassemblies **320**, the torque transfer tube **66** the adhesive, the mechanical fasteners **227** and the flange nuts **229** comprise a kit **380** for the HLBAA **300**. In one example, in order to assemble the arm assembly **302** and the second arm assembly **304**, with the inner tubes **112** formed, in one example, the inner tubes **112** are coated with the adhesive, and the inner tubes **112** are positioned within the respective outer tubes **322** to couple the respective inner tubes **112** to the outer tubes **322** (FIG. 21). With the angled blocks **202** formed, with reference to FIG. 32, the angled blocks **202** are inserted into a second end **112c** of a respective one of the inner tubes **112** associated with the first beam **310** and a first end **112d** of a respective one of the inner tubes **112** associated with the second beam **312** to couple two of the inner tubes **112** together, as also shown in FIG. 35. This is repeated to form two subassemblies, one for each of the arm assembly **302** and the second arm assembly **304**. The adhesive may be applied to the angled blocks **202** and used to couple the angled blocks **202** to the inner tubes **112**.

With reference to FIG. 28, with the retaining flanges **182** formed with the base **180**, the bushing **184** is inserted through the bores **186** and coupled to the retaining flanges **182**, via welding, for example. With the retaining flange **156** formed, the retaining flange **156** is coupled to the base **180**, via welding, for example. With the second block **158** formed, the retaining flange **156** is coupled to the second block **158**. Generally, with a layer of the adhesive applied to the slots **198** and the surface **158a** of the second block **158**, the first leg **190** and the second leg **192** are coupled to the slots **198** such that the first surface **194a** contacts the surface **158a** of the second block **158**. The second block **158** is inserted into a second end **112e** of the inner tube **112** associated with one of the second beams **312**. In one example, the adhesive is applied about the second block **158** to further couple the second block **158** to the inner tube **112**. This process is repeated to couple another one of the second blocks **158** to the inner tube **112** associated with the other of the second beams **312**.

With reference to FIG. 25, with the blocks **134** formed, one of the blocks **134** is inserted into a first end **112f** of the inner tube **112** associated with one of the first beams **100**, and the other of the blocks **134** is inserted into a first end **112f** of the inner tube **112** associated with the other of the first beams **310**. The blocks **134** may be coupled to the inner tubes **112** via the adhesive, which may surround the blocks **134** to fixedly retain the blocks **134** within the inner tubes **112**. One of the sleeves **132** is inserted through the first through bore **122** and the cross-bore **142** of the block **134** coupled to the inner tube **112** associated with the first beam **310** of the arm assembly **302**, and the other of the sleeves **132** is inserted through the first through bore **122** and the cross-bore **142** of the block **134** coupled to the inner tube **112** associated with the first beam **310** of the second arm assembly **304**.

With reference to FIG. 32, with the first pair of reinforcing plates **360** formed, the first pair of reinforcing plates **360** is coupled about each of the first beams **310**, via the adhesive, for example. With the second pair of reinforcing plates **362** formed, the second pair of reinforcing plates **362** are coupled about each of the second beams **312**, via the adhesive, for example. The knee plates **200** are coupled to the reinforcing plates **360**, **362**, via welding, for example. With reference to FIG. 28, with the first reinforcing plate **340** and the second reinforcing plate **342** formed, the first reinforcing plate **340**

and the second reinforcing plate **342** are coupled about the second beams **312**, via the adhesive, for example. The first outer plates **150** are coupled to the second reinforcing plates **342** and the second inner plates **152** are coupled to the first reinforcing plates **340**, via welding, for example. With reference to FIG. **25**, with the reinforcing plates **330** formed, the reinforcing plates **330** are coupled about the first beams **310**, via the adhesive, for example. One of the pair of lock plates **130** is coupled to the first end **132a** of the sleeve **132** of the arm assembly **302**, and the other one of the lock plates **130** is coupled to the second end **132b** to couple the sleeve **132** to the first beam **310** of the arm assembly **302**. One of the pair of lock plates **130** is coupled to the first end **132a** of the sleeve **132** of the second arm assembly **304**, and the other one of the lock plates **130** is coupled to the second end **132b** to couple the sleeve **132** to the first beam **310** of the second arm assembly **304**.

With reference to FIG. **32**, the mechanical fasteners **227** are inserted through the first plate bores **214** of each pair of knee plates **200**, the first block bore **226** of the angled block **202** and the central plate bore **370** of the first pair of reinforcing plates **360**. The mechanical fasteners **227** are secured with the flange nut **229**, for example. The mechanical fasteners **227** are inserted through the second plate bores **216** of each pair of knee plates **200**, the second block bore **228** of the angled block **202** and the central plate bore **376** of the second pair of reinforcing plates **362**. The mechanical fasteners **227** are secured with the flange nut **229** to reinforce the connection of the knee plates **200** to the respective first beam **310** and the second beam **312**. The coupling pins **204** are inserted through the first pin bore **218** and the second pin bore **220**, respectively, and the collars **230** are coupled about the opposed ends of the coupling pins **204**. Pins are inserted through the bores **204a** of the coupling pins **204** and the cross-bores **232b** of the collars **230** to couple the coupling pins **204** to the respective pair of knee plates **200**.

With reference to FIGS. **33** and **34**, with the torque transfer tube **66** formed, the adhesive is applied to the surface **244a** and the second surface **244b** of the third block **244** and the third block **244** is inserted into the first tube end **240**. This process is repeated to couple another one of the third blocks **244** to the second tube end **242**. With the third block **244** coupled to the first tube end **240**, the first tube end **240** is positioned within the second cross-bore **196** of the second block **158** such that the shank **246a** extends through the fourth bore **128** of the second beam **312** and the first plate bore **164** of the first outer plate **150**. In one example, the adhesive is applied about the second cross-bore **196** to further couple the first tube end **240** to the second block **158**. The flange nut **248** is coupled to the shank **246a** to couple the first tube end **240** to the arm assembly **302**. With reference to FIG. **16**, the second tube end **242** is positioned within the second cross-bore **196** of the second block **158** such that the shank **246a** extends through the fourth bore **128** of the second beam **312** and the first plate bore **164** of the first outer plate **150**. In one example, the adhesive is applied about the second cross-bore **196** to further couple the second tube end **242** to the second block **158**. The flange nut **248** is coupled to the shank **246a** to couple the second tube end **242** to the arm assembly **302**.

With the HLBA **300** assembled, the first end **310a** of the first beams **310** of the HLBA **300** may be coupled to the loader **10** (FIG. **1**) or the compact utility tractor **1000** (FIG. **1A**) via the pin **252** (FIG. **2**) engaging the sleeves **132** of the respective vehicle mounting assemblies **314**. The fourth end **312b** of the second beams **312** of the HLBA **300** may be coupled to the couplers **74**, **76** for coupling the bucket **52**

(FIG. **1** or FIG. **1A**) to the HLBA **300** by engaging the coupling pins **80** (FIG. **2**) with each of the bushings **184** of each of the bucket mount bracket subassemblies **316**, **318** and the couplers **74**, **76**. The hydraulic cylinders **34**, **36**, **38** may also be coupled to the coupling pins **204** of the arm assembly **302** and the second arm assembly **304**.

It should be noted that the HLBA **50** described with regard to FIGS. **1-19** may be configured differently to couple a work implement, such as the bucket **52**, to a work vehicle, such as the loader **10**. In one example, with reference to FIGS. **36-40**, a HLBA **400** is shown. As the HLBA **400** includes components that are substantially similar to or the same as the HLBA **50** discussed with regard to FIGS. **1-19** and the HLBA **300** discussed with regard to FIGS. **20-35**, the same reference numerals will be used to denote the same or similar features. The HLBA **400** may couple the bucket **52** to the loader **10**, or may couple the bucket **52** to the compact utility tractor **1000**. It should be noted that the HLBA **400** may also be used with a variety of other work vehicles. In this example, with reference to FIGS. **36** and **37**, the HLBA **400** includes an arm assembly **402**, a second arm assembly **404** and the hollow torque transfer tube **66** that interconnects the arm assembly **402** and the second arm assembly **404**. Each of the arm assembly **402** and the second arm assembly **404** include a first beam **410**, a second beam **412**, the vehicle mounting subassembly **314**, the respective bucket mount bracket or bucket mount bracket subassembly **316**, **318** and the knee mounting subassembly **320**. Generally, the arm assembly **402** is a mirror image of the second arm assembly **404**.

The first beam **410** and the second beam **412** are each formed from the lightweight material. In one example, with reference to FIG. **38**, the first beam **410** and the second beam **412** are each composed of the outer tube **322**. As the first beam **410** and the second beam **412** have the same composition, the composition of the first beam **410** is illustrated in FIG. **38** with the understanding that the composition of the second beam **412** is the same. As discussed, the outer tube **322** is composed of a polymer-based resin that includes reinforcing fibers and/or reinforcing particles. The reinforcing fibers, include, but are not limited to, glass, basalt, carbon, aramids, olefins, and/or cellulose. The polymer-based resin may be a thermoset or a thermoplastic. In the example of a thermoset polymer-based resin, the polymer-based resin includes, but is not limited to, polyurethane, epoxy, and acrylic. In the example of a thermoplastic polymer-based resin, the polymer-based resin includes, but is not limited to, polyamides, polyolefins, polycarbonates, or polyesters. The outer tube **322** is formed using wet-ply lay-up, pultrusion, hand lay-up, filament winding, extrusion, injection molding, rotomolding, blow molding, etc.

With reference to FIG. **37**, the first beam **410** includes a first end **410a** and an opposite second end **410b**. The first end **410a** defines a respective first end of the arm assembly **402** and the second arm assembly **404**. The first beam **410** defines the first through bore **122** at the first end **410a**, and defines the second through bore **124** at the second end **410b**. The first through bore **122** receives a portion of the vehicle mounting subassembly **414** to couple the vehicle mounting subassembly **414** to the first beam **410**. The second through bore **124** is coupled to the knee mounting subassembly **320**. In one example, the second end **410b** of the first beam **410** is beveled. By beveling the second end **410b**, the second end **410b** of the first beam **410** may be positioned against a cooperating bevel defined on a third end **412a** of the second beam **412** so that the second beam **412** extends at an angle relative to the first beam **410**.

The second beam **412** includes the third end **412a** and an opposite fourth end **412b**. The fourth end **412b** defines a respective second end of the arm assembly **402** and the second arm assembly **404**. In one example, the third end **412a** of the second beam **412** is beveled. By beveling the third end **412a**, the second beam **412** extends at an angle relative to the first beam **410** to assist in coupling the bucket **52** (FIG. 1) to the HLBA **400**. The second beam **412** defines the third through bore **126** at the third end **412a**, and defines the fourth bore **128** and the fifth bore **129** at the fourth end **412b**. The third through bore **126** is coupled to the knee mounting subassembly **320**. The fourth bore **128** and the fifth bore **129** each receives a portion of the bucket mount bracket subassembly **316, 318** and the torque transfer tube **66** to couple the bucket mount bracket subassembly **316, 318** and the torque transfer tube **66** to the second beam **412**.

The vehicle mounting subassembly **314** is coupled to the first end **410a** of each first beam **410** of the arm assembly **402** and the second arm assembly **404** and is configured to couple the arm assembly **402** and the second arm assembly **404** to the loader **10**. With reference to FIG. 39, in one example, the vehicle mounting subassembly **314** includes the pair of lock plates **130**, the sleeve **132**, the block **134** and the pair of reinforcing plates **330**. The pair of lock plates **130** is generally coupled to the first beam **310** so as to contact a respective one of the pair of reinforcing plates **330**. The sleeve **132** is received through the first through bore **122** and the block **134**, and the plurality of threads **140a, 140b** matingly engage with the plurality of threads **136a** of a respective one of the pair of lock plates **130** to couple the vehicle mounting subassembly **314** to the first beam **310**. The sleeve **132** enables the pin **252** (FIG. 2) to pass through the vehicle mounting subassembly **314** to couple the respective one of the arm assembly **402** and the second arm assembly **404** to the loader **10** (FIG. 1). The block **134** is sized to be received wholly within the outer tube **322** at the first end **410a** of the first beam **410**. The block **134** may be coupled to the outer tube **322** via the adhesive, which may surround the block **134** to fixedly retain the block **134** within the outer tube **322**. The pair of reinforcing plates **330** is coupled about the outer tube **322** at the first end **410a** of the first beam **310** to define an exterior surface of the first beam **410** at the first end **410a**. Each of the reinforcing plates **330** are coupled to the outer tube **322** by the adhesive.

With reference back to FIG. 37, the bucket mount bracket subassembly **316, 318** couples the bucket **52** (FIG. 1) to the HLBA **400**. As the bucket mount bracket subassembly **316** is a mirror image of the bucket mount bracket subassembly **318**, for ease of description, the bucket mount bracket subassembly **316** will be discussed herein with the understanding that the bucket mount bracket subassembly **318** is substantially the same. The bucket mount bracket subassembly **316** includes the first outer plate **150**, the second inner plate **152**, the flange assembly **154**, the retaining flange **156** (FIG. 40), the second block **158** (FIG. 40), the first reinforcing plate **340** and the second reinforcing plate **342**.

The flange assembly **154** cooperates with the first outer plate **150** and the second inner plate **152** for coupling the bucket **52** (FIG. 1) to the arm assembly **402**. The second block **158** is received wholly within the outer tube **322** at the fourth end **412b** of the second beam **412**. The second block **158** is received within the outer tube **322** such that the fourth bore **128** and the fifth bore **129** of the second beam **412** are coaxially aligned with the second cross-bore **196** of the second block **158**. In addition, the second block **158** may be coupled to the outer tube **322** via the adhesive, which may

surround the second block **158** to fixedly retain the second block **158** within the outer tube **322**. The bucket mount bracket subassembly **316** is coupled to the second beam **412** such that the second block **158** is received wholly within the outer tube **322** of the second beam **412**, and the flange assembly **154** is disposed external to the second beam **412** (FIG. 40). The first leg **190** and the second leg **192** are coupled to the slots **198**, and the retaining base **194** is coupled to the base **180** of the flange assembly **154**. The first reinforcing plate **340** and the second reinforcing plate **342** are coupled about the outer tube **322** at the fourth end **412b** of the second beam **412**, via the adhesive, for example, to define an exterior surface of the second beam **412** at the fourth end **412b**. The first reinforcing plate **340** and the second reinforcing plate **342** cooperate to enclose the outer tube **322** at the fourth end **412b**.

The knee mounting subassembly **320** interconnects the first beam **410** with the second beam **412**. The knee mounting subassembly **320** includes the pair of knee plates **200**, the angled block **202** (FIG. 40), the pair of coupling pins **204**, the first pair of reinforcing plates **360** and the second pair of reinforcing plates **362**. The angled block **202** is received wholly within a portion of the outer tube **322** of the first beam **410** and a portion of the outer tube **322** of the second beam **412** when the arm assembly **402** is assembled. The first pair of reinforcing plates **360** is coupled about the outer tube **322** at the second end **410b** of the first beam **410** to define an exterior surface of the first beam **410** at the second end **410b**. The second pair of reinforcing plates **362** is coupled about the outer tube **322** at the third end **412a** of the second beam **412**, via the adhesive, for example, to define an exterior surface of the second beam **412** at the third end **412a**.

The torque transfer tube **66** interconnects the arm assembly **402** and the second arm assembly **404**. The torque transfer tube **66** is coupled to each of the arm assembly **402** and the second arm assembly **404** at the fourth end **412b** of the respective second beam **412**. In this example, the adhesive may be applied to the surface **244a** of the third block **244** to aid in coupling the third block **244** to the outer tube **322** of the second beam **412** (FIG. 40). In one example, the adhesive is also applied about the second cross-bore **196** of the second blocks **158** to further couple the first tube end **240** and the second tube end **242** to the respective second block **158**.

The first beams **410**, the second beams **412**, the vehicle mounting assemblies **314**, the bucket mount bracket subassemblies **316, 318**, the knee mounting subassemblies **320**, the torque transfer tube **66**, the adhesive, the mechanical fasteners **227** and the flange nuts **229** comprise a kit **450** for the HLBA **400**. In one example, in order to assemble the arm assembly **402** and the second arm assembly **404**, with the outer tubes **322** formed and the angled blocks **202** formed, with reference to FIG. 40, the angled blocks **202** are inserted into the second end **410b** of a respective one of the outer tubes **322** associated with the first beam **410** and the third end **412a** of a respective one of the outer tubes **322** associated with the second beam **412** to couple two of the outer tubes **322** together. This is repeated to form two subassemblies, one for each of the arm assembly **402** and the second arm assembly **404**. The adhesive may be applied to the angled blocks **202** and used to couple the angled blocks **202** to the outer tubes **322** of the first beam **410** and the second beam **412**.

With reference to FIGS. 37 and 40, with the retaining flanges **182** formed with the base **180**, the bushing **184** is inserted through the bores **186** and coupled to the retaining

flanges 182, via welding, for example. With the retaining flange 156 formed, the retaining flange 156 is coupled to the base 180, via welding, for example. With the second block 158 formed, the retaining flange 156 is coupled to the second block 158 (FIG. 34). Generally, with a layer of the adhesive 5 applied to the slots 198 and the surface 158a of the second block 158, the first leg 190 and the second leg 192 are coupled to the slots 198 such that the first surface 194a contacts the surface 158a of the second block 158. The second block 158 is inserted into the fourth end 412b of one 10 the second beams 412. In one example, the adhesive is applied about the second block 158 to further couple the second block 158 to the outer tube 322. This process is repeated to couple another one of the second blocks 158 to the outer tube 322 associated with the other of the second beams 312.

With reference to FIGS. 37 and 40, with the blocks 134 formed, one of the blocks 134 is inserted into the first end 410a of one of the first beams 410, and the other of the blocks 134 is inserted into the first end 410a of the other of the first beams 410. The blocks 134 may be coupled to the outer tube 322 via the adhesive, which may surround the blocks 134 to fixedly retain the blocks 134 within the outer tube 322. One of the sleeves 132 is inserted through the first through bore 122 and the cross-bore 142 of the block 134 20 coupled to the first beam 410 of the arm assembly 402, and the other of the sleeves 132 is inserted through the first through bore 122 and the cross-bore 142 of the block 134 coupled to the first beam 410 of the second arm assembly 404.

With reference to FIGS. 37 and 40, with the first pair of reinforcing plates 360 formed, the first pair of reinforcing plates 360 is coupled about each of the first beams 410, via the adhesive, for example. With the second pair of reinforcing plates 362 formed, the second pair of reinforcing plates 362 are coupled about each of the second beams 412, via the adhesive, for example. The knee plates 200 are coupled to the reinforcing plates 360, 362, via welding, for example. With reference to FIG. 28, with the first reinforcing plate 340 and the second reinforcing plate 342 formed, the first reinforcing plate 340 and the second reinforcing plate 342 are coupled about the second beams 412, via the adhesive, for example. The first outer plates 150 are coupled to the second reinforcing plates 342 and the second inner plates 152 are coupled to the first reinforcing plates 340, via 45 welding, for example. With the reinforcing plates 330 formed, the reinforcing plates 330 are coupled about the first beams 410, via the adhesive, for example. One of the pair of lock plates 130 is coupled to the first end 132a of the sleeve 132 of the arm assembly 402, and the other one of the lock plates 130 is coupled to the second end 132b to couple the sleeve 132 to the first beam 410 of the arm assembly 402. One of the pair of lock plates 130 is coupled to the first end 132a of the sleeve 132 of the second arm assembly 404, and the other one of the lock plates 130 is coupled to the second end 132b to couple the sleeve 132 to the first beam 410 of the second arm assembly 404.

With reference to FIG. 37, the mechanical fasteners 227 are inserted through the first plate bores 214 of each pair of knee plates 200 (FIG. 32), the first block bore 226 of the angled block 202 and the central plate bore 370 of the first pair of reinforcing plates 360. The mechanical fasteners 227 are secured with the flange nut 229, for example. The mechanical fasteners 227 are inserted through the second plate bores 216 of each pair of knee plates 200, the second block bore 228 of the angled block 202 and the central plate bore 376 of the second pair of reinforcing plates 362. The 65

mechanical fasteners 227 are secured with the flange nut 229 to reinforce the connection of the knee plates 200 to the respective first beam 410 and the second beam 412. The coupling pins 204 are inserted through the first pin bore 218 and the second pin bore 220, respectively, and the collars 230 are coupled about the opposed ends of the coupling pins 204. Pins are inserted through the bores 204a of the coupling pins 204 and the cross-bores 232b of the collars 230 to couple the coupling pins 204 to the respective pair of knee plates 200.

With reference to FIGS. 37 and 40, with the torque transfer tube 66 formed, the adhesive is applied to the surface 244a and the second surface 244b of the third block 244 and the third block 244 is inserted into the first tube end 240. This process is repeated to couple another one of the third blocks 244 to the second tube end 242. With the third block 244 coupled to the first tube end 240, the first tube end 240 is positioned within the second cross-bore 196 of the second block 158 such that the shank 246a extends through the fourth bore 128 of the second beam 412 and the first plate bore 164 of the first outer plate 150. In one example, the adhesive is applied about the second cross-bore 196 to further couple the first tube end 140 to the second block 158. The flange nut 248 is coupled to the shank 246a to couple the first tube end 240 to the arm assembly 62. The second tube end 242 is positioned within the second cross-bore 196 of the second block 158 such that the shank 246a extends through the fourth bore 128 of the second beam 412 and the first plate bore 164 of the first outer plate 150. In one example, the adhesive is applied about the second cross-bore 196 to further couple the second tube end 242 to the second block 158. The flange nut 248 is coupled to the shank 246a to couple the second tube end 242 to the arm assembly 402.

With the HLBA 400 assembled, the first end 410a of the first beams 410 of the HLBA 400 may be coupled to the loader 10 (FIG. 1) or the compact utility tractor 1000 (FIG. 1A) via the pin 252 (FIG. 2) engaging the sleeves 132 of the respective vehicle mounting assemblies 314. The fourth end 412b of the second beams 412 of the HLBA 400 may be coupled to the couplers 74, 76 for coupling the bucket 52 (FIG. 1 or FIG. 1A) to the HLBA 400 by engaging the coupling pins 80 (FIG. 2) with each of the bushings 184 of each of the bucket mount bracket subassemblies 316, 318 and the couplers 74, 76. The hydraulic cylinders 34, 36, 38 may also be coupled to the coupling pins 204 of the arm assembly 402 and the second arm assembly 404.

It should be noted that the HLBA 50 described with regard to FIGS. 1-19, the HLBA 300 described with regard to FIGS. 20-35 and the HLBA 400 described with regards to FIGS. 36-40 may be configured differently to couple a work implement, such as the bucket 52, to a work vehicle, such as the loader 10. In one example, with reference to FIGS. 41 and 42, one or more of the blocks 134, 158, 202 may be configured differently to assist in coupling the respective one of the blocks 134, 158, 202 to the respective one of the first beams 100, 310, 410 and/or second beams 102, 312, 412. For example, each of the blocks 134, 158, 202 may include at least one or a plurality of ribs 460. The ribs 460 may be formed integrally with or are monolithic with the respective block 134, 158, 202. In the example of FIGS. 41 and 42, an example block 134' is shown with four integral ribs 460. The ribs 460 are defined or formed integrally with the block 134' on each of the four sides 462a-462d of the block 134'. Each of the ribs 460 extend a distance beyond the respective side 462a-462d of the block 134' to assist in positioning the block 134' within the respective first beam 100, 310, 410. It should be noted that while the ribs 460 are

illustrated as rectangular, the ribs 460 may have any desired shape that extends a distance above the respective side 462a-462d to aid in the insertion of the block 134' into the respective first beam 100, 310, 410. It should also be understood that the third block 244 may also include one or more of the ribs 460 to aid in the insertion of the third block 244 into the torque transfer tube 66.

It should be noted that the HLBA 50 described with regard to FIGS. 1-19, the HLBA 300 described with regard to FIGS. 20-35 and the HLBA 400 described with regard to FIGS. 36-40 may be configured differently to couple a work implement, such as the bucket 52, to a work vehicle, such as the loader 10. In one example, with reference to FIGS. 43 and 44, one or more of the blocks 134, 158, 202 may be configured differently to assist in coupling the respective one of the blocks 134, 158, 202 to the respective one of the first beams 100, 310, 410 and/or second beams 102, 312, 412. For example, each of the blocks 134, 158, 202 may include at least one insert or foam block 470. In the example of FIGS. 43 and 44, the block 134 is shown. It should be noted that the foam block 470 may be employed with the second block 158 and the angled block 202. Moreover, the foam block 470 may be employed with the third block 244 to couple the third block 244 to the torque transfer tube 66.

The foam block 470 may be discrete from the respective block 134, 158, 202, and may be composed of a suitable medium-density foam. In one example, the foam block 470 is composed of polyurethane, and is insert molded. Alternatively, the foam block 470 may be molded into the respective one of the first beams 100, 310, 410 and/or second beams 102, 312, 412 during the formation of the respective one of the first beams 100, 310, 410 and/or second beams 102, 312, 412. The foam block 470 has a cross-section that corresponds to a cross-section of the respective one of the first beams 100, 310, 410 and/or second beams 102, 312, 412 such that the foam block 470 may be positioned within the respective one of the first beams 100, 310, 410 and/or second beams 102, 312, 412. With reference to FIG. 44, the foam block 470 is generally inserted into the respective one of the first beams 100, 310, 410 and/or second beams 102, 312, 412 prior to the insertion of the respective block 134, 158, 202 to serve as a dam to prevent the further advancement of the adhesive 472 within the respective one of the first beams 100, 310, 410 and/or second beams 102, 312, 412. Stated another way, the foam block 470 blocks the flow of the adhesive 472 through the respective one of the first beams 100, 310, 410 and/or second beams 102, 312, 412, which results in the adhesive 472 encapsulating and bonding the respective one of the blocks 134, 158, 202 to the respective one of the first beams 100, 310, 410 and/or second beams 102, 312, 412. In the example of the third block 244, the foam block 470 may have a circular cross-section to block the flow of the adhesive 472 through the torque transfer tube 66, which results in the adhesive 472 encapsulating and bonding the third blocks 244 to the torque transfer tube 66.

It should be noted that the HLBA 50 described with regard to FIGS. 1-19, the HLBA 300 described with regard to FIGS. 20-35 and the HLBA 400 described with regard to FIGS. 36-40 may be configured differently to couple a work implement, such as the bucket 52, to a work vehicle, such as the loader 10. In one example, with reference to FIGS. 45 and 46, one or more of the blocks 134, 158, 202 may be configured differently to assist in coupling the respective one of the blocks 134, 158, 202 to the respective one of the first beams 100, 310, 410 and/or second beams

102, 312, 412. For example, each of the blocks 134, 158, 202 may include at least one energy activated foam block 480. In the example of FIGS. 45 and 46, the block 134 is shown. It should be noted that the energy activated foam block 480 may be employed with the second block 158 and the angled block 202. Moreover, the energy activated foam block 480 may be employed with the third block 244 to couple the third block 244 to the torque transfer tube 66.

The energy activated foam block 480 may be composed of an energy activated foam, including, but not limited to, expandable epoxy products commercially available from Sika Automotive AG, such as SIKAREINFORCER®, which may be co-molded with the respective block 134, 158, 202, 244. In this example, the energy activated foam block 480 may be activated by an external source to cause the energy activated foam block 480 to expand into a foam layer 480' that encapsulates and secures the respective block 134, 158, 202 to the respective one of the first beams 100, 310, 410 and/or second beams 102, 312, 412 as shown in FIG. 46. In the example of the third block 244, the energy activated foam block 480 may be activated by an external source to cause the energy activated foam block 480 to expand into the foam layer 480' and encapsulate and secure the third block 244 to the torque transfer tube 66.

It should be noted that the HLBA 50 described with regard to FIGS. 1-19, the HLBA 300 described with regard to FIGS. 20-35 and the HLBA 400 described with regard to FIGS. 36-40 may be configured differently to couple a work implement, such as the bucket 52, to a work vehicle, such as the loader 10. In one example, with reference to FIG. 47, one or more of the blocks 134, 158, 202 and the first beams 100, 310, 410 and/or second beams 102, 312, 412 may be configured differently to assist in coupling the respective one of the blocks 134, 158, 202 to the respective one of the first beams 100, 310, 410 and/or second beams 102, 312, 412. For example, each of the blocks 134, 158, 202 may be formed with a circular cross-section, which may be received within a corresponding circular cross-section defined in the respective one of the first beams 100, 310, 410 and/or second beams 102, 312, 412. In the example of FIG. 47, a first beam 410' is shown with a hexagonal cross-section 490, which defines an internal cylindrical bore 492. The hexagonal cross-section 490 of first beam 410' is integrally formed with the first beam 410', via pultrusion, for example. A block 134' is formed with a circular cross-section 494, and is sized to be received within the cylindrical bore 492. The circular cross-section 494 of block 134' is formed, via pultrusion, for example. Alternatively, the block 134' may comprise a tube having a thickened wall, which is formed from G10 material via pultrusion, for example. By forming the block 134' with the circular cross-section, the adhesive 496 may be disposed about the perimeter of the block 134', and the block 134' may be inserted and bonded to the first beam 410' by inserting the block 134' and twisting the block 134' within the first beam 410', which may reduce assembly time.

Also, the following examples are provided, which are numbered for easier reference:

1. A hybrid loader boom arm assembly kit for a loader work vehicle, the kit comprising: a hollow first beam formed from a lightweight material; a block formed from a second lightweight material, the block configured to couple within the first beam; at least one first steel reinforcing plate configured to couple to the first beam at the end; and at least one connecting plate configured to couple to the at least one first reinforcing plate.

2. The kit of example 1, further comprising a second block formed from the second lightweight material, the second block defining a cross-bore and configured to be coupled to the first beam.

3. The kit of example 2, further comprising a sleeve configured to be coupled to the cross-bore.

4. The kit of example 3, further comprising a pair of lock plates configured to retain the sleeve within the cross-bore.

5. The kit of example 4, further comprising at least one second steel reinforcing plate configured to be coupled to the first beam.

6. The kit of example 1, further comprising: a hollow second beam formed from the lightweight material; at least one third steel reinforcing plate configured to couple to the second beam; and a third block formed from the second lightweight material that defines a pair of opposed slots and a third bore, the third block configured to be coupled to the second beam.

7. The kit of example 6, further comprising a bucket mount bracket configured to be coupled to the third block.

8. The kit of example 7, further comprising a hollow torque transfer tube, the torque transfer tube having a first tube end configured to be coupled to the third block.

9. The kit of example 8, further comprising a second arm assembly that includes a second third block, and the torque transfer tube is configured to be coupled to the second third block.

10. A method of assembling a hybrid loader boom arm for a loader work vehicle, the method comprising: coupling a first beam formed from a lightweight material to a first block formed from a second lightweight material; coupling at least one first steel reinforcing plate to the first beam at an end of the first beam; and coupling at least one connecting plate to the at least one first reinforcing plate.

11. The method of example 10, further comprising: coupling a second block formed from the second lightweight material within a third end of the first beam, the third end opposite the first end.

12. The method of example 11, further comprising: coupling a sleeve to a cross-bore defined in the second block, the sleeve configured to couple to the loader work vehicle.

13. The method of example 12, further comprising: coupling a pair of lock plates to opposed ends of the sleeve to retain the sleeve within the cross-bore at the third end of the first beam.

14. The method of example 13, further comprising: coupling at least one second steel reinforcing plate to the third end of the first beam such that at least one of the pair of lock plates is adjacent to the at least one second steel reinforcing plate.

15. The method of example 10, further comprising: coupling the first block within a second beam formed from the lightweight material to form an arm assembly; coupling at least one third steel reinforcing plate to the second beam at a second end of the second beam; coupling a third block formed from the second lightweight material within a fourth end of the second beam, the fourth end opposite the second end; coupling a bucket mount bracket to a pair of opposed slots defined in the third block; coupling a first tube end of a hollow torque tube to the third block of the arm assembly; and coupling a second tube end of the torque tube to a second third block disposed within an fifth end of a second arm assembly.

The terminology used herein is for the purpose of describing particular embodiments only and is not intended to be limiting of the disclosure. As used herein, the singular forms “a”, “an” and “the” are intended to include the plural forms

as well, unless the context clearly indicates otherwise. It will be further understood that the terms “comprises” and/or “comprising,” when used in this specification, specify the presence of stated features, integers, steps, operations, elements, and/or components, but do not preclude the presence or addition of one or more other features, integers, steps, operations, elements, components, and/or groups thereof.

The description of the present disclosure has been presented for purposes of illustration and description, but is not intended to be exhaustive or limited to the disclosure in the form disclosed. Many modifications and variations will be apparent to those of ordinary skill in the art without departing from the scope and spirit of the disclosure. Explicitly referenced embodiments herein were chosen and described to best explain the principles of the disclosure and their practical application, and to enable others of ordinary skill in the art to understand the disclosure and recognize many alternatives, modifications, and variations on the described example(s). Accordingly, various embodiments and implementations other than those explicitly described are within the scope of the following claims.

What is claimed is:

1. A hybrid loader boom arm assembly kit for a loader work vehicle, the kit comprising:

a hollow first beam formed from a first material having a lower density than steel, the first beam comprising a first end and a second end, and comprising a first through bore disposed proximate the first end;

a block formed from a second material having a lower density than steel, the block comprising a through bore, and the through bore portion of the block is configured to be operably disposed inside the first beam aligning the block bore with the first beam first through bore;

at least one first steel reinforcing plate configured to couple to the first beam; and

at least one connecting plate configured to couple to the at least one first reinforcing plate.

2. The kit of claim 1, further comprising an angled block formed from the second material, the second block defining a cross-bore and configured to be coupled to the first beam at the second end.

3. The kit of claim 2, further comprising a sleeve configured to be coupled to the cross-bore.

4. The kit of claim 3, further comprising a pair of lock plates configured to retain the sleeve within the cross-bore.

5. The kit of claim 4, further comprising at least one second steel reinforcing plate configured to be coupled to the first beam.

6. The kit of claim 1, further comprising: a hollow second beam formed from the first material; at least one third steel reinforcing plate configured to couple to the second beam; and

a second block formed from the second material that defines a pair of opposed slots and a third bore, the second block configured to be coupled to the second beam at a fourth end.

7. The kit of claim 6, further comprising a bucket mount bracket configured to be coupled to the second block.

8. The kit of claim 7, further comprising a hollow torque transfer tube, the torque transfer tube having a first tube end configured to be coupled to the second block.

9. The kit of claim 8, further comprising a second arm assembly that includes a third block, and the torque transfer tube is configured to be coupled to the third block.

10. A method of assembling a hybrid loader boom arm for a loader work vehicle, the method comprising:

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coupling a first beam formed from a first material having a lower density than steel to a first block formed from a second material having a lower density than steel, wherein the first beam comprises a first end and a second end, and comprises a first through bore disposed proximate the first end, and wherein the first block comprises a through bore, and the through bore portion of the block is configured to be operably disposed inside the first beam aligning the block bore with the first beam first through bore;

coupling at least one first steel reinforcing plate to the first beam at a first end; and

coupling at least one connecting plate to the at least one first reinforcing plate.

11. The method of claim **10**, further comprising:

coupling an angled block formed from the second material within the second end of the first beam, the second end opposite the first end.

12. The method of claim **11**, further comprising:

coupling the angled block within a third end of a second beam formed from the first material to form an arm assembly;

coupling at least one third steel reinforcing plate to the second beam at the third end of the second beam; and

coupling a second block formed from the second material within a fourth end of the second beam, the fourth end opposite the third end.

13. The method of claim **12**, further comprising:

coupling a bucket mount bracket to a pair of opposed slots defined in the second block.

14. The method of claim **12**, further comprising:

coupling a first tube end of a hollow torque tube to the second block of the arm assembly; and

coupling a second tube end of the torque tube to a third block disposed within a fifth end of a second arm assembly.

15. The method of claim **10**, further comprising:

coupling a sleeve to a cross-bore defined in the first block, the sleeve configured to couple to the loader work vehicle.

16. The method of claim **15**, further comprising:

coupling a pair of lock plates to opposed ends of the sleeve to retain the sleeve within the cross-bore at the first end of the first beam.

17. The method of claim **16**, further comprising:

coupling at least one second steel reinforcing plate to the first end of the first beam such that at least one of the pair of lock plates is adjacent to the at least one second steel reinforcing plate.

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18. A method of assembling a hybrid loader boom arm for a loader work vehicle, the method comprising:

coupling a first beam formed from a first material having a lower density than steel to a second beam formed from the first material using an angled block formed from a second material having a lower density than steel to form an arm assembly, the first beam comprising a second through bore disposed at a second end, the second beam comprising a third through bore disposed at a third end, the angled block comprising a first through bore at a first block end and a second through bore at a second block end, the first block bore configured to be operably disposed inside the second end of the first beam aligning the first block bore with the first beam second through bore, and the second block bore configured to be operably disposed inside the third end of the second beam aligning the second block bore with the second beam third through bore;

coupling at least one first steel reinforcing plate to the first beam at the second end of the first beam;

coupling at least one second steel reinforcing plate to the second beam at the third end of the second beam; and

coupling at least one connecting plate to the at least one first reinforcing plate and the at least one second reinforcing plate.

19. The method of claim **18**, further comprising:

coupling a first block formed from the second material within a first end of the first beam, the second end opposite the first end;

coupling a sleeve to a cross-bore defined in the first block, the sleeve configured to couple the arm assembly to the loader work vehicle; and

coupling a pair of lock plates to opposed ends of the sleeve to retain the sleeve within the cross-bore at the first end of the first beam.

20. The method of claim **18**, further comprising:

coupling a second block formed from the second material within a fourth end of the second beam, the fourth end opposite the third end;

coupling a bucket mount bracket to a pair of opposed slots defined in the second block; coupling a first tube end of a hollow torque tube to the second block of the arm assembly; and

coupling a second tube end of the torque tube to a third block disposed within a fifth end of a second arm assembly.

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